B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1491. 日一十月三年六十二緒光 TUESDAY, APRIL 10, 1900. 二拜禮 號十月四英港香 THIRTY DOLLARS PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,500,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
N. A. SIEBS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.
R. M. Gray, Esq. | D. M. Moses, Esq.
A. Haupt, Esq. | A. J. Raymond, Esq.
The Hon. J. J. Keswick. | R. L. Richardson, Esq.
H. W. Slade, Esq. | P. Sachse, Esq.
CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
H. M. BEVIS,
Acting Chief Manager
Hongkong, 4th April, 1900. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [10

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed .....5 %.
Hongkong, 20th December, 1899. [8

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.
Branches and Agencies.
CANTON. | PEKING.
CHEFOO. | PENANG.
CHINKIANG. | SINGAPORE.
CHUNKING. | SWATOW.
FOOCHOW. | TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "
E. W. RUTTER,
Acting Manager.
Hongkong, 1st February, 1900. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [13

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... " 12,000,000
CAPITAL UNCALLED..... " 12,000,000
RESERVE FUND ..... " 7,500,000

Head Office:—YOKOHAMA.
Branches and Agencies.
TOKIO. | KOBE.
NAGASAKI. | LONDON.
LYONS. | NEW YORK.
SAN FRANCISCO. | HONOLULU.
BOMBAY. | SHANGHAI.
TIENTSIN. | NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
S. CHOH,
Hongkong Manager.
Hongkong, 4th January, 1900. [11

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 ℙ Cask of 375 lbs. Net ex Factory.
$2.60 ℙ Bag of 250 lbs. "
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th February, 1900. [31

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
S'HAI & J'PAN.	*Japan*	W. G. Wright	About 14th April	Freight or Passage.
SHANGHAI	*Chusan*	C. T. Denny, R.N.R.	About 13th April	Freight or Passage.
LONDON, &c.	*Massilia**	C. Gadd	Noon, 14th April	Freight or Passage.
JAPAN	*Rohilla†*	S. Tocque, R.N.R.	About 14th April	Freight or Passage.
MARSEILLES & LONDON DIRECT. (Without Transhipment).	S.S. "CANDIA"		About 19th April	Freight only.
LONDON	*Malacca*	E. G. Andrew, R.N.R.	About 3rd May	Freight or Passage.

* (See Special Advertisement). † (Passing through the Inland Sea).
‡ *Vid* SINGAPORE and COLOMBO.
For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 10th April, 1900. [5

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, AMSTERDAM, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
WEIMAR	WEDNESDAY, 18th April.
PRINZ HEINRICH	WEDNESDAY, 2nd May.
PREUSSEN	WEDNESDAY, 16th May.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 30th May.
SACHSEN	THURSDAY, 14th June.
OLDENBURG	THURSDAY, 28th June.
BAYERN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 6th September.
PREUSSEN	THURSDAY, 20th September.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAYERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November.
KONIG ALBERT	WEDNESDAY, 12th December.

ON WEDNESDAY, the 18th day of April, 1900, at NOON, the Steamship "WEIMAR," of the NORDDEUTSCHER LLOYD, Captain H. Mayer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 16th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 17th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 17th April.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 4th April, 1900. [22

HONGKONG HOTEL.
NEW ROOMS
At Moderate Daily Rates.
[23

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—
THE VICTORIA DISPENSARY,
HONGKONG.
25]

MUSICAL INSTRUMENTS.

VIOLINS, CUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &c.
LANE, CRAWFORD & Co.
24]

Intimations.

THE BOER MUST GO!

SO MUST INDIGESTION
IF YOU TAKE

CHAMPAGNE BITTERS.

Watkins, Limited,
CHEMISTS, AERATED WATER MANUFACTURERS, CIGAR DEALERS, WINE & SPIRIT MERCHANTS, COMMISSION AGENTS,
APOTHECARIES' HALL,
66, QUEEN'S ROAD CENTRAL, HONGKONG,
FACTORY MASON'S LANE.
[16

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO. LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
17] DODWELL & CO., LIMITED, General Managers.

AQUARIUS.

Telephone 75.

"The Latest thing in Mineral Waters that we have happened upon is "AQUARIUS." We have tried it plain, we have tried it with Whisky, and have nothing but good to say of it."

"MAN OF THE WORLD," LONDON.

CALDBECK, MACGREGOR & Co.,
AGENTS,
AQUARIUS COMPANY.
15, Queen's Road.
Hongkong, 20th January, 1900. [15

BLATZ BEER

MIGHT BE EQUALLED BUT CANNOT BE SURPASSED.

Per Cask of 10 dozen Pints $25

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 3rd February, 1900. [20

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [21

ROBINSON PIANO CO.

AMERICAN BANJOS, GUITARS, MANDOLINES,
CABIN PIANOS AND ORGANS.
NEW MUSIC, SONGS, BOOKS, &C.
STRINGS & FITTINGS.
Hongkong, 20th February, 1900. [235b

HOTEL CRAIGIEBURN

Centrally situated at PLUNKET'S GAP, the PEAK, 1,500 feet above sea-level and 500 yards from the TRAM TERMINUS.
For Terms, &c., apply to the
MANAGER.
Telephone No. 56.
Hongkong, 2nd April, 1899. [432b

INDIAN FAMINE FUND.

GRAND ENTERTAINMENTS under Distinguished Patronage, April 18th, 19th and 21st.
Booking Office open at 10 A.M., TO-MORROW, the 11th instant, at CITY HALL.
Hongkong, 10th April, 1900. [461b

GREEN ISLAND CEMENT CO., LD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company No. 9 Praya Central on THURSDAY, 12th April, 1900 at NOON, when the subjoined Resolution will be proposed.
Should the Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution at a Second Extraordinary General Meeting which will be subsequently convened.
RESOLUTION.
"That the Capital of the Company be increased to $1,000,000 by the creation and issue of 50,000. New Shares of $10.00, each fully paid up."
NOTE.—Shareholders on the Register on the 10th April, 1900 will be entitled upon application made on or before the 31st May, 1900 and upon payment of $10 for every share applied for to one New Share for every old share standing in their respective names.
Should any share be not applied for on or before the 31st July, 1900 the General Managers will deal with such shares as they may think fit.
Shares applied for between the 31st May and the 31st July will be subject to interest at $12 % per annum.
With reference to the foreging notice, the Register of Shares will be CLOSED from the 9th to 11th day of April, 1900, both days inclusive.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 2nd April, 1900. [431b

THE PUMJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that the THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, 9, Praya Central, on SATURDAY, the 14th April, 1900, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899, and for the election of Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 14th April, both days inclusive.
By Order of the Board of Directors,
W. H. GASKELL,
Secretary.
Hongkong, 26th March, 1900. [391b

FOR SALE AT TIENTSIN.
NORTH CHINA.

LARGE BUSINESS PREMISES on the TAKU ROAD within easy reach of the bund. The Premises consist of a Six-roomed Bungalow, Three Large Godowns, one with a double storey and flat roof suitable for drying purposes, Compradore's Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c.
For particulars apply to
J. T. SKOTTOWE,
Land, Estate, and General Commission Agents,
Tientsin,
North China.
Hongkong, 9th April, 1900. [466b

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that SHUEN YEE SUN carrying on business, at FATSHAN, CANTON, in the Empire of China, as TEA MERCHANTS have, on the 26th day of January, 1900, applied for the Registration in Hongkong in the REGISTER of TRADE MARKS of the following TRADE MARK:—

順義孫

in the Name of SHUEN YEE SUN who claim to be the Sole Proprietors thereof.
The TRADE MARK has been used by the Applicants since the year 1890 in respect of the following GOODS:
TEA in Class 42.
Dated the 10th day of February, 1900.
JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.
177b]

To-day's Advertisements.



GRAND OPENING
IN A FEW DAYS
WARREN'S CIRCUS

BOX PLAN at Messrs. ROBINSON PIANO Co.

NOTE:—Owing to the necessarily limited number of Box Seats, patrons are urged to book at the earliest opportunity.

GEORGE WARREN,
Proprietor.
W. PFLUEGER,
General Representative.

Hongkong, 10th April, 1900. [476b

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES
MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai, Yokohama and Singapore
Messrs. W. BREWER & Co., Hongkong and Shanghai.
Messrs. TSUI MAN KOK, Hongkong.
Messrs. MAN YU TONG, Hongkong.
Wholesale: W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 812 for 8 SHARES of the Company, numbered 13414 13421, in the name of WILLIAM MONARCH BURNSIDE ARTHUR, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One Month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 6th April, 1900 [474b

GERMAN SCHOOL.

THE SUMMER TERM will commence on MONDAY, the 23rd instant, a.c. There are a few vacancies, and parents desirous to send their Children will please communicate with the undersigned.

PAUL BREWETT,
Hon. Secretary.

Hongkong, 10th April, 1900. [473b

EYE-SIGHT.

MR. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at
BREWER & CO.,
(Under the HONGKONG HOTEL.)
Business Hours ..... 9 A.M. to 5 P.M.

ONLY
FOR A FEW DAYS
MORE.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [354b

SINGING.

MR. ALEC MARSH,
(Late PRINCIPAL BARITONE OF THE ROYAL CARL ROSA OPERA CO., THE ROYAL ITALIAN OPERA, Covent Garden; ROYAL CHORAL SOCIETY, and the Principal London and Provincial Concerts.
Pupil of SIGNOR RANDEGGER,
Begs to announce that he is now prepared to give
LESSONS IN SINGING
and
VOICE PRODUCTION
to a limited number of Pupils.

Terms on Application.

Office:
Corner of Queen's Road and Ice House Lane.
Hongkong, 10th April, 1900. [472b

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 17th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns where they will be examined on TUESDAY, the 17th instant, and FRIDAY, the 20th instant, both days at 10 A.M.

All claims must reach us before the 9th instant, or they will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 10th April, 1900. [475b

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the above Port, TO-MORROW, the 11th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Hongkong, 10th April, 1900. [477b

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHINKIANG.

THE Company's Steamship

"ICHANG,"

Captain Lloyd Jones, will be despatched as above TO-MORROW, the 11th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1900. [464b

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain J. Sato, will be despatched for the above ports, on FRIDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 10th April, 1900. [446b

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE & SPIRIT MERCHANTS.

RAINIER BEER.

PURE, SPARKLING
INVIGORATING
AND
HEALTHGIVING.

"Undoubtedly the best Beer that has yet been brewed in America."

PRICE:—
Per Case of 6 dozen PINTS.....$13.50 net.
" 4 " QUARTS...$13.50 net.

Sole Agents for Hongkong and South China:

A. S. WATSON & CO., LIMITED

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 10, 1900.

REUTER'S TELEGRAMS.

THE WAR.

CASUALTIES AT REDDERSBURG; ENEMY IN GREAT FORCE.

LONDON, APRIL 7th.

The casualties at Reudersburg were two officers killed, two wounded and nine missing. Eight men killed, thirty-three wounded and the remainder captured.

The strength of the enemy was 3,200 with 5 guns, that of the British 571.

THE FREE STATE.

INTIMIDATING THE FREE STATERS.

It is believed that the extreme activity of the Boers, round and southward of Bloemfontein, is somewhat of the nature of a native raid for the purpose of terrorizing the Free Staters who have submitted.

The troops have been withdrawn from Rouxville to Beestekraal. The Boers are all round Rouxville.

THE MILITARY SITUATION.

BOERS ACTIVE.

LONDON, APRIL 8th.

The Military situation is regarded as bewildering. The army at Bloemfontein appears to be immobile, while a force of the enemy, estimated at 12,000 at least, of which Olivier's Commando is the nucleus is scouring the country far to the southward and overpowering or threatining our outlying posts. The formation of a town guard at Aliwal north indicates that a fresh invasion is possible.

SERIOUS NEWS FROM SWAZILAND AND THE GOLD COAST.

SWAZILAND.

The condition of Swaziland is frightful. The Queen's impis are butchering obnoxious chiefs, wholesale.

FRANCE AND THE WAR.

EXCITEMENT IN PARIS.

There are many Frenchmen among General Methuen's prisoners which, together with the death of General Villebois is causing much excitement in Paris.

THE GOLD COAST.

Serious news from Ashanti says that all the tribes are in arms.

LATER.

THE FREE STATE.

The Boers from the waterworks have attacked our outposts at Springfield.

THE RECENT CAPTURE OF FIVE COMPANIES.

The five Companies recently captured near Reddersburg were marching across the country to Smithfield when they were surprised. They defended themselves gallantly but the Boer guns forced them to surrender.

WEATHER REPORT.

The Observatory report says:—

On the 10th at 11.55 a.m. the barometer has risen on the E. coast of China, fallen elsewhere. The depression has probably moved Eastwards into W. Japan. Gradients slight for N.E. winds on the E. coast of China, and for S. winds on the S. coast. FORECAST:—Light or moderate S. winds; fair.

LOCAL AND GENERAL.

THE U. S. Monitor *Monterey* is now in the harbour, she arrived yesterday evening.

H.M. Torpedo-destroyer *Whiting*, went out this morning to Mirs Bay, to tow targets for the *Centurion*, the two ships returned to port at about 2 p.m.

ALTHOUGH the delivery of the French Mail was begun yesterday at 4.45 p.m., we may say, for the information of the Acting Postmaster General, that it was 9.45 this morning before letters for this office were delivered.

THE Post Office will be closed on Good Friday, 13th inst., except from 8 to 9 a.m., on Saturday, 14th inst., except from 7 to 11.30 a.m., and on Easter Monday, 16th inst., except from 8 to 9 a.m. The Night Box will be left open. The Money Order office will be entirely closed for the three days.

ONE of the most extraordinary features of the South African war is noted in the fact that while President Steyn of the Orange Free State is in arms against Great Britain his wife is residing at Aberdeen, Scotland, with relatives. It was also stated just before war was declared that President Steyn transferred all of his private fortune to the care of a London banker and the statement has never been challenged.

IT is difficult to impress upon the Chinese the importance of reporting cases of infectious disease, and cases are frequently brought up at the Magistracy in consequence. This morning a Chinese doctor was fined $20 for offending in this respect. He attended a woman who resided at 147, Market Street, from the 18th March to March 25th, and in the meantime told her husband that she was suffering from small-pox. A *post mortem* examination proved this.

A NANKING dispatch to a Shanghai contemporary states that acting Viceroy Lu Ch'uan-lin of that city intends to make a general inspection of the forts and troops stationed in the Yangtze Valley within his jurisdiction, and that he has set the 13th instant as the date when he will leave his *Yamén* for his proposed tour. Previous to that he will take three days to inspect and review the forts and troops stationed in and around Nanking city, namely, from the 11th to the 13th instant, inclusive.

THE *Pall Mall Gazette* of March 8th, commenting on the transportation of Cronje and other Boer prisoners to St. Helena, says that it has been objected to by the Admiralty, on account of guardships being required to watch the island. The *P. M.* says that Lord Loch has given notice to Lord Landsdowne of a question on the subject It also expresses a hope that "the Bonaparte of Boerdom will not be afflicted with the boredom of Bonaparte," should St. Helena be decided on as Cronje's residence.

THE Chinese are proverbially careless as regards fire, and accidents are constantly occurring amongst them that by a little precaution might be averted. One such affair took place the other day at Woosung on board a sailing vessel engaged in government patrol work. She had on her lower deck a lot of powder, "to kill robbers with," as a Shanghai reporter was informed. Several of the crew were smoking below, and the result was a terrific explosion. Six of the sailors were badly burnt about the hands and face, and they were all taken to the Shantung Road Hospital, Shanghai, where they are now on a fair way to recovery.

M. GASTON LERICHE, speaking of the complaints as to the rise of the cost of living in Cochin-China, thinks this is due to the fact that the Asiatic portion of the population is stationary, causing the production of the country to be stationary also. He says:—"When we treat the Chinese as men, and not as beasts of burden, they will flock into the colony in hundreds of thousands and the produce of the soil will soon be increased a hundred-fold." We should hardly have thought that the population of any part of the Celestial Empire being stationary was any cause for regret. At any rate, that is not the reason of the high prices in Hongkong.

SPEAKING of the recent Bunder Abbas affair in the Persian Gulf, the *Indian and Eastern Engineer* says:—"If we look round the coaling stations, from Aden as far as Japan, we find that the control of the coal without which a modern fleet is an empty sham, lies in the control of Britain, Colombo, Singapore and Hongkong. Of course, it is impossible to say what modification a development of the undoubtedly great Chinese mineral resources may have in the future, and as far as Japan is concerned, she of course has her own independent sources of supply, and will, in fact, at the present rate of progress, hold command of the sea in the Far East within a measurable period, unless the British China Squadrons are to be most materially reinforced."

A MEETING of the Legislative Council will be held on Wednesday, 11th April, at 3 p.m.

BUSINESS.

1. Report of the Finance Committee. (No. 6.)
2. Questions, by the Hon. T. H. Whitehead.

(1.) Does the Government, in view of the fact that a large area of recently cut soil is exposed all round the building, consider it safe to send boys into the "Belilios Reformatory" at Causeway Bay at any time within the next two years?

(2.) Will the Government before sending any boys into the Reformatory obtain a detailed medical report as to the sanitary condition of the surroundings of the Reformatory?

ORDER OF THE DAY.

First reading of a Bill entitled An Ordinance to validate and legalize the proceedings of the Legislative Council of this Colony during the time that Mr. Arthur Winsolt Brewin illegally sat as a member of such Council, under an invalid provisional appointment.

IN a recent issue, the *Standard and Diggers' News* says:—"The reported assurance of the Czar that 'nothing will be done by Russia to embarrass Great Britain 'under the present circumstances' bears the mark of tainted origin. *The Times* St. Petersburg correspondent probably well knows how to please his masters in Printing-house-square, and one is compelled, knowing the 'Thunderer's predictions in the matter of the Transvaal, to accept the cable with all reserve. Its wording, moreover, is singular. 'Under the present circumstances'—i.e., the invasion of British territory—are not circumstances, perhaps, in which Russia would feel justified in interfering, but should the Federal force decide to retire within their own borders, then, even according to *The Times* man on the Neva, presumably Russia would bestir herself. There is another aspect of the situation also, which may be overlooked by the cursory reader. The Czar, as is well known, is not by any means his own master in high matters of State. The military bureaucracy against which he and his father have struggled has always held the upper hand, and in his present state of health it is not likely that the 'Little Father' would be able to resist for long any determined attempt to force his hand with respect to taking the initiative against British aggression, not, perhaps, so much in South Africa, as on points of attack of the British Empire in Eastern Asia."

THE Tennis match between the Cricket Club and the L. R. C. will be played on Wednesday, commencing at 3 p.m. The Hongkong Regiment Band will be in attendance.

WE note that Mr. Lazarus, the Occulist-Optician, is leaving Hongkong in a few days, so that people requiring his assistance and special skill, should not delay, it may be some long time before he again visits us. He will be at his old address till his departure from Hongkong.

TELEGRAMS TO ILOILO, BACOLOD AND CEBU.

The manager of the Joint Telegraph Coys. courteously informs us that telegraphic communication with the above-mentioned places is interrupted owing to the failure of the Manila-Iloilo cable.

HONGKONG VOLUNTEER CORPS.

FIELD BATTERY.

The Field Battery held their third competition for the Belilios Cup on the 8th inst. The following are the ten best scores.

	200	400	500	Handcap	Totals
Gunner Lapsley	31	32	31	6	100
" Humphreys	29	32	28	11	100
Sergt. Dr. Brown	29	35	32	1	97
Corpl. White	30	34	33	4	97
Gunner Sayer	30	32	20	15	97
" Grey	33	32	31	Sc.	96
" Pidgeon	32	34	30	Sc.	96
" Stewart	31	33	31	Sc.	95
" Alves A.A.	33	31	21	10	95
Bomb. Henderson	24	25	25	17	91

SHOOTING.

H.K.V.C.

A MACHINE GUN CO.

The first shoot for the new Cups took place on the 8th inst. resulting in a win for Gunner W. J. Mayson with a total of 95 points.

The following are the six best scores.

	200	500	600	Handcap	Total.
Gunner Mayson*	23	32	30	10	95
Sergt. Major Smythe*	29	28	30	sc.	87
" Lammert	25	27	30	sc.	82
Bomb. King	19	25	21	10	75
Gunner Wodehouse	21	29	14	10	74
" Hursthouse	17	25	16	15	73

* Winners of Spoons.

THE PLAGUE.

Cases reported to 9th instant	29
Do. do. during past 24 hours	2
Total	31
Deaths reported to 9th instant	28
Do. do. during past 24 hours	1
Total	29

IMPORT DUTIES.

A SURPRISING STATEMENT.

It was reported in local mandarin circles yesterday, says the *N. C. D. News* of instant, that Their Excellencies Sheng and Nieh—the latter formely Provincial Treasurer at Soochow—in conjunction with Sir Robert Hart have succeeded in obtaining Sir Claude Macdonald's consent to an addition of 7% *ad valorem* to the duty on foreign imports, making the future duty 12% in all. Further that the duty on opium will remain as before, as also duties on Chinese goods.

[This certainly does not agree with Sir Claude Macdonald's recent assurance to the Chamber of Commerce.—Ed., *H.K.T.*]

THE YANG-TSZE INSURANCE ASSOCIATION, LIMITED.

The following in the report for presentation to the Tenth Ordinary General Meeting of Shareholders, to be held at the offices of the Association, No. 26, The Bund, Shanghai, on Tuesday, the 19th April, 1900, at 4 o'clock p.m. precisely.

The Board of Directors have now the pleasure to submit to the shareholders the annual Report and audited statement of accounts and balance sheet to the 30th December, 1899.

WORKING ACCOUNT, 1898, AND FORMER YEARS.

This account shows a credit balance of $163,121.92, against $122,600.86 on the 31st December, 1898. The directors recommend the payment of a dividend to shareholders of 20% out of this account. The account will then stand as follows:—

Dividend of 20% (=$12 per share)	$ 96,000.00
Balance to be carried forward	67,121.92
	$163,121.92

The Dividend will be paid in Taels at Exchange 74. $12 @ Ex. 74=Taels 8.88 per Share.

WORKING ACCOUNT, 1899.

The Net Premia earned during 1899, after deducting Return Premia, Re-insurance Premia, etc., amount to $704,635.99, against $595,944.90 during 1898, and the Account shows a balance at Credit of $434,472.45 on the 30th December last. The Directors recommend transferring $34,000.00 to the Credit of Reserve Fund. The account will then stand as follows:—

To Reserve Fund	$ 34,000.00
Balance to be carried forward	400,472.45
	$434,472.45

In addition to the Claims and Losses paid during the year, which amount to $271,053.89 (equal to 38.47% of the Net Premia), there are Claims pending on known losses and casualties which are estimated at about $160,000.

EXCHANGE AND INVESTMENT FLUCTUATION ACCOUNT.

Owing principally to the depreciation at the end of 1899 of all the Association's Sterling Investments, this account has been reduced by $16,768.13 and now amounts to $42,669.68.

Sterling Exchange has been taken at 2s. 8¼d. per Tael (the Demand Rate on 30th December, 1899), and the relative value between Dollars and Taels at 73.

INVESTMENTS.

The value on 30th December last has been taken for all the association's investments.

DIRECTORS.

In accordance with the articles of association the present Directors all retire from Office, but, being eligible, offer themselves for re-election.

AUDITOR.

The accounts have been audited by Mr. Augustus White, who offers himself for re-election.

By order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 26th March, 1900.

SERIOUS OUTRAGE AT WOOSUNG.

SHANGHAI, April 4th.

Yesterday morning at about 2 o'clock a band of some ten men entered a pointsman's house on the Shanghai-Woosung railway at the latter Station, and stole a wooden box containing $55 in Mexicans and a quantity of clothing, in doing which two men who were in the house at the time were wounded with knives whilst struggling to retain their property. One man was injured on the arms, shoulder, and head with a knife, the other sustaining internal injury by a blow on the chest. The robbers got away with their booty and attacked a crossing-keeper's house at Chiangwan where they murdered a man. It would seem that the spoil was divided at this last place, as the empty wooden box which had contained the $55 was found by the side of the murdered man, who it is supposed was one of the gang, but having probably raised some objection to the way the spoil was to be divided, was promptly dispatched. The two men wounded at the Woosung terminus were sent by the first morning train to the Shantung Road Hospital, where their wounds, though not of a very serious nature, will necessitate a stay of about a month or six weeks. The robbers it is surmised are some disbanded soldiers.—*N. C. D. News.*

A TALE OF THE CHINESE IMPERIAL POST.

A correspondent travelling inland writes as follows:—I had arranged for my mail to be forwarded to the C. I. P. O. at A, as I expected to remain there a few days. In order to reach A, and a few other post offices further inland, the mail is sent from Port to B by a little steamer which has begun to run since the new Inland Navigation regulations came into force. The C. I. P. Office at B is thus a link of some importance in the chain of inland postal communications in this province. It is in charge of a Chinese clerk, with some little knowledge of English, and from its establishment until the time of my visit, had not been inspected by any European official. On the way towards A, I passed through B, arriving there on Monday afternoon. In the evening I called at the post office, finding only a coolie in charge, the clerk having gone to A, some twenty miles away, on private business, but he was expected back that day or the next. Half a dozen bags of mail had arrived during the day, but could not be opened until the clerk returned. On Tuesday I called again, and found the clerk at his post. He informed me he had a bag of mail for A, but as it was closed and addressed to the office there he could not say whether it contained anything for me, but the bag would be forwarded at once to A. That afternoon (Tuesday) I resumed my journey, arriving at A the same night, expecting of course to find that the mail bag which I had seen the evening before at B had already been delivered. However, it did not reach A until the following Friday. It had not rained, nor can I suggest any cause for the delay. That a Chinese clerk should be left in charge of an office where mails are transferred must be due either to the fatuity of the responsible people at Peking, or to the weakness of the postal staff. But when a European officer is not available, frequent and unheralded inspection should surely be the irreducible minimum, the more that the C.I.P.O. disclaims responsibility for registered letters and parcels whilst in course of transmission inland.—*N. C. D. News.*

THE EXPECTED VISIT OF THE EMPEROR TO KOBE.

March 31st.

—We understand that no official intimation has yet been received in Kobe of the reported visit of the Emperor to Kobe for the purpose of reviewing the warships at present engaged in the Manœuvres. The reports of His Imperial Majesty's proposed visit came from Tokio and nothing is known in official circles in Kobe. The *Japan Mail* of yesterday says:—The great naval review will take place in the waters off Kobe harbour toward the end of April or early in May next when the naval manœuvres now begun will have been brought to a conclusion. The evolution will be taken part in by nearly all the warships, over 40 in all, and by the torpedo corps; so that the display alone will be as magnificent as it could well be. His Majesty the Emperor will probably honour the occasion with his presence. —*Kobe Herald.*

FOREIGN SETTLEMENTS IN CHINA.

March 28th.

The Foreign Settlements in China are now presenting a curious object to the Peking Government. They may be said to be the nurseries of sedition. There is obviously some rebellious organization in China at present. We have no means of knowing what its dimensions are. It may be formidable or it may be contemptible. As to its existence, however, no doubt can be entertained. This organization has addressed more than one circular letter to foreign newspapers published in the Settlements, as well as in the adjacent colonies, and the document, though out-spokenly seditious, has been published verbatim by the journals receiving it. Further, some of the leaders of the seditious movement have found asylum within the limits of the Foreign Settlements, and the Chinese Authorities are powerless to effect their arrest without consular warrants which cannot be obtained. Thus, in a word, the Settlements and the adjacent colonies not only offer a safe refuge to Chinese subjects plotting against the Chinese Government, but also supply public organs for the ventilation of the plotters' ideas. It happens that we are all in sympathy with the plotters. The ends they have in view would greatly benefit their country. They are, in fact, endeavouring to obtain the practical recognition of principles which Occidental peoples endorse heartily and have long advocated as essential to China's well-being. But in the eyes of Chinese officialdom, they are simply rebels; radical, pestilential agitators whose apprehension and punishment are most desirable in the interests of public peace. The Chinese Government, therefore, must find in the events of the time a new reason for regretting that foreign intercourse was ever forced upon the country. We daresay, also, that at seasons like the present the rulers of the Middle Kingdom wish heartily that neither a Confucius nor a Mencius had existed. For Confucius constructively, and Mencius in the least equivocal terms, laid down the doctrine that a monarch's only title to hold power is based on his usefulness to his subjects, and that these have an inalienable right to depose him so soon as his acts and enactments are seen to inure to public injury. There must be thousands upon thousands of devout Confucianists in China who are fully persuaded that to join a movement for the overthrow of the Empress Dowager would be in accordance with the highest moral laws, and it cannot be imagined that this conception is weakened by the epithets which certain foreign local journals apply to the Imperial lady.—*Japan Mail.*

THE CRISIS IN COREA.

KOBE, March 31st.

To-day's detailed news of the developments in Corea still leaves out the essential point as to the nature of the demand made by Russia. There is no no doubt that a demand has been made, but, as yet, no official or authoritative declaration is available as to its character. There seems to be an increased disposition on the part of the leading Japanese journals to regard the matter as a serious one and most of them insist that Japan's policy must be a firm and consistent one. It is generally understood that the Japanese Government has decided on the action it will take, but nothing is known as to what that action is to be. The precise stage at which the affair stands is not perfectly clear. The demand has been made and, so far, it does not seem that the Corean Government has replied. It is probable that Corea waits to learn the attitude of Japan and the European powers interested before definitely replying to Russia.

PROGRESSIST PARTY'S VIEWS.

A meeting of the council of the Progressist party was held yesterday when the following resolution relation to the Corean affair was passed :—"That the rendering of assistance in the development of Corea and the combatting of the interference of foreign powers at any time in its territory are absolutely necessary to the preservation of Japan's position. The party determines to carry out its object by working in unison with any political party." In connection with the carrying of the resolution the party regards the Russian movement in Corea as having been originated some time ago, but peace between Russia and Japan will be endangered if the present movements go through. The Council says that there is a view that Japan should insist on the possession of a Corean port to balance any that may be acquired by Russia or any other power, but such an act, the party thinks, would only further endanger realations between the two countries. "Therefore," the Council says, "we published our opinion and determined to carry out our object in unison with our friends and all politicians of the same opinion."

MARQUIS ITO'S POSITION.

Importance attaches to the views of Marquis Ito. A vernacular paper reports that Marquis Ito has said to a friend that he thought the Masampo affair was probably being exaggerated. He could not interfere directly in the affair as he was not a member of the Cabinet, but he stated that he had to mark out his own position if diplomatic measures had to be resorted to—no matter whether he had been asked by his Cabinet friends or not. He declined to give his ideas about the affair though he stated that he had made up his mind on the matter.

MILITARY MOVEMENTS.

Colonel Kojima, Commander of the Tsushima Defence force, who was in Tokio, left for the island yesterday. Captain Saito, Vice-Minister for the Navy, will also proceed to Tsushima from Saseho shortly.

PRESS VIEW.

The *Japan Mail* summarises the views of the leading Tokio journals :—The leading Japanese newspapers all write about Corean complications. They show some excitement, but, on the whole, treat the affair more moderately than is their wont. The *Nippon*, of course, takes a strong line. It declines to believe that recent meetings of Cabinet Ministers were for any purpose other than to discuss the Korean situation, and it shows even a disposition to connect the naval manœuvres with Russia's doings in the peninsula. The *Kokumin* and the *Yomiuri* are concerned chiefly about the fact that the public is not more fully informed. Both point to England's method of publishing Blue Books and answering questions in Parliament, and both agree that though diplomatic honey manufactured in glass hives may sometimes be of inferior quality, the general approval thus secured for the process is invaluable. The *Asahi* considers that Russia has shown herself arbitrary and overbearing with reference to the Masampo affair, but it is careful to distinguish between the lawful and the unlawful aspects of the case. Corea's treaties confer on foreigners the privilege of owing land in and around the settlements, within fixed limits. If Russia's proposals do not exceed those limits, no objection can be raised though her manner of advancing them be a little peremptory. Great interest attaches to England's attitude. England has sacrificed many of her interests in various parts of the world for the purpose of placating Foreign Powers and preventing them form interfering with her prosecution of the war in South Africa. It may be that she will adopt a similar policy with regard to this Corean problem. But when she gave up Port Hamiliton, she obtained Russia's assurances that there should be no encroachment thereafter upon Corean territory, and if she pleases, she can now insist on having those assurrances carried out. The *Jiji Shimpo* is conspicuously moderate. It finds that the matter is simply one of a coaling station, and it seems to hint that the best solution is for Japan to obtain some counter-concession so as to preserve the balance. The *Nichi Nichi Shimbun* preserves silence.

It will be observed (adds the *Mail*) that the vernacular press is, to a great extent, groping in the dark. None of the journals seems to know clearly what Russia has asked for or what answer Corea has given. The only telegraphic news relating to the Seoul Government's attitude indicates that Corea is disposed to follow Japan's lead, and is therefore waiting until her neighbour declares herself. It may be taken for granted, however, that Russia has undoubtedly asked for a coaling-station site outside the limits of the Settlement at Masampo. Some say that she has supplemented her application by a corollary in the sense that a site on an island near Fusan will suit her as well as Masampo, but as to that there is some uncertainty.—*Kobe Herald.*

RUSSIA AND CHINA.

The leading Russian journal *Rossia* expresses the opinion that the retrograde policy adopted by the Dowager-Empress of China, is a menace to the safety of the Manchurian Railway and in general to the enormous interests of Russia in the Celestial Empire, and holds that the Russian Government should consequently take measures to safeguard its interests. The most practical of the measures to be taken for that end would be, according to the *Rossia*, for Russia to annex purely and simply Manchuria and the Liao-tung Peninsula, instead of being content with those places remaining in her sphere of influence. The journal adds that the annexation should be undertaken, as no protests are to be feared from France, being an ally of Russia, nor from Great Britain, which is at present paralysed by the South African war, nor from Germany, which is less than ever disposed to stand in the way of Russia, nor, in the last case, from Japan, which is already sufficiently indemnified, in Corea, with the assent of Russia. The *Rossia* goes on to say that as far as China is concerned, it is for her own interests to be in agreement with Russia, and to acquiesce in her demands. The journal concludes by saying that the very basis of a wise policy consists in knowing how to profit by circumstances and now or never is the time for Russia to prove it.

BY THE MAIL.

[From Our Exchanges.]

Turkish Armaments.

There is good ground for stating that the Turkish Government intends to expends a sum equal to £350,000 sterling on new guns of great power, for the better defence of the Dardanelles. Correspondence is already proceeding between Constantinople and the firm of Krupps in this regard, and a deposit was expected to be paid shortly after the mail left.

The Damaged "Pique."

The damage sustained by the *Pique* cruiser in the recent collision was not extensive. It was hoped to make the repairs in the coruse of a week, and in the meantime it was officially announced that her departure had been indefinitely postponed. The *Pique* had a commissioning trial on 28th Feb., the results of which were as follows :—Steam in boilers, 135lb.; at engines, 130lbs.; vacuum—starboard 28in., port 27·4in.; revolutions—starboard 125·3; port 126·2 ; i.h.p.—starboard 3,366, port 3,539, total 6,905 ; air pressure, 5in. A mean speed of 17·3 knots was attained, the trial being successful.

The Budget and the City.

On the whole the City accepted the Budget s atement with philosophic resignation. There was little in it that had not already been anticipated with tolerable accuracy, and business men were not too ready under existing circumstances to cavil at the Government's efforts to deal with a difficult situation. To be sure the addition to the income-tax of 5o per cent. of the existing rate was not liked, but it was recognised that unless indirect taxation was to be more generally increased, or the loan made to cover the bulk of the war requirements, this was the readiest means available to the Chancellor of the Exchequer. The imposition of fresh duties on several of the articles of general consumption lately suggested might have interfered with treaty obligations, and this, of course, was to be avoided.

The China Squadron.

A naval correspondent writes to a home paper :—"I cannot believe that the Admiralty are going to be so misguided as to weaken our naval strength in the Far East by substituting the second-class cruiser *Apollo*, carrying 273 men, for the first-class cruiser *Undaunted*, which has a complement of 497. There may be very good reasons for ordering the *Undaunted* home, at the end of her three years, in May next, but she ought certainly to be relelved by the *Gibraltar* or the *Grafton*. Anyhow, two *Apollos* would not be a match for a ship of the *Undaunted's* weight of armour and armament. I look upon the China Seas as alway dangerous waters to us, and principally on account of Russia. Were we to show the slightest symptoms of diminished watchfulness, it would simply mean an invitation to Russia to come on."

Convicts mutiny near Cairo.

Seventy convicts at Turah, the great prison near Cairo, mutinied on the 7th ulto. They were collected in one room, of which they locked the door and refused to leave except on certain conditions. The remaining 500 prisoners at Turah also showed signs of mutiny, but were driven into cells by the prison guards. The original mutineers were then warned that if they did not come out they would be attacked, and as they persisted in their refusal a blank cartridge shot was fired from an upper window commanding the room. As the mutineers still proved obdurate the guards fired a volley of ball cartridge through the window, with the result that five convicts were wounded, two of whom are not expected to survive. The remainder then surrendered, and all are now confined in cells.

New Colour for Warships.

For years, Great Britain, France, Germany, and other Powers, have been trying experiments with colours designed to render a ship less conspicuous. The French once thought they had solved the problem with a sort of white, the Germans with a dirty grey. Now, an experiment has been carried out in the Mediterranean, and the *Revenge* and the *Vulcan* have been painted a light grey. The *Revenge* was the first ship so coloured, and it was thought that it would interfere with the smartness of her appearance, but this proved not to be the case. In the daytime she is practially invisible at a distance of two miles, which is well within the recognised distance for opening fire, and at night she is a veritable phantom ship. Further experiments are to be tried, and if the new colour turns out as successful as it promises to do, it will be adopted for all the ships of the Mediterranean Fleet. In such a case it will not be long before the employment of it spreads to other stations.

Siam.

Notwithstanding the recent visit of Prince Henry of Prussia to Bangkok, it is stated that in the organisation of his Government upon Western lines the King of Siam is leaning towards to English models rather than the German or the French. A military police has been formed, and it is clothed and equipped with supplies drawn partly from India and partly from Great Britain. A shipment of "bull's-eyes" of Birmingham manufacture is on its way out, and the Midlands have also furnished other articles for the same purpose during the last few weeks. The regular army is also being equipped from this country, and consignments of helmets, footgear, and small arms are now *en route*. The Siamese Queen, who was formerly disposed to accept the advice of Paris in matters of fashion, now looks upon London as the source of inspiration and considerable orders for finery and knicknacks are now in course of execution here.

A Levee.

By command of the Queen a Levée was held on 7th ulto. at St. James's Palace by H.R.H. the Prince of Wales, K.G., on behalf of Her Majesty. Presentations to his Royal Highness at this Court are, by the Queen's pleasure, considered as equivalent to presentations to Her Majesty. The Diplomatic Circle was attended by the Ministers for China and Siam, and the Chargé d'Affairs for Japan. The following were amongst the presentations made in the Diplomatic Circle. By the Chinese Minister, Mr. Chen Ivan, Attaché. By the Japanese Chargé d'Affaires, Mr. Mitsunojo Funakoshi, Third Secretary, Colonel Kosuké Idditti, Military Attaché, Rear-Admiral Hikonojo Kamimura, Mr. Kotaro Sakura, Fleet Paymaster, Imperial Japanese Navy. The General Circle was attended by Mr. George Greville, C.M.G. (Her Majesty's Minister Resident in Siam). Amongst the Agents-General for the Colonies present were Lieut.-General the Hon. Sir Andrew Clarke, Agent-General for Victoria. The following were also in attendance at the Levée :—Sir William Des Vœux, Sir Marcus Samuel, and Mr. Sassoon.

Kiao-chow.

The Reichstag on 2nd ulto. discussed the Naval Estimates. On the vote for Kiao-chow Admiral von Tirpitz, Secretary of State for the Navy, stated that affairs there were in a satisfactory condition, and the Chinese population appeared to be very comfortable under German rule. Wealthy Chinese were removing to Kiao-chow, and German capital was also seeking employment there. In about two years the first section of the Shantung Railway would be opened, and about the same time the harbour works would be completed. The health of the troops would improve as soon as accommodation had been provided for them in lofty barracks. Educational affairs at Kiao-chow had also improved, and it was now possible for one year's volunteers for the Army to pass their examinations. As regarded the number of cases of sickness the Secretary of State intimated that he would make a statement on the subject in Committee. Only one case of malaria had occurred, and disease was confined to intestinal catarrh and spotted typhus. A good spring for the supply of water had been discovered a few kilométres from Tsin-tau, and a central aqueduct would be built immediately. After an unimportant discussion, the debate on the Naval Estimates was concluded. The estimates for Kiao-chow were referred to the Budget Committee.

Pro-Boer Meeting Squashed.

Following the precedent set in other towns in the country, the pro-Boers resident in Edinburgh attempted on 7th ulto. to hold a meeting in Queen-street Hall, to protest against the war. The result was an uproarious meeting, ending in a free fight, in which the platform was cleared of its first occupants, and the few policemen struggled hopelessly amidst a swarm of students and young citizens, wild with enthusiasm. Long before the hour of meeting the doors of the hall were closed, and guarded by policemen against hundreds of young fellows, who were surging round the doorway, shouting patriotic songs, and cheering at the waving of the Union Jack, or the name of some gallant General. Still, a large number of young men had gained admission to the hall. Mr. Keir Hardie's appearance was the signal for the first outburst, which was renewed again and again, and prevented the rejected of West Ham being heard. All those in front could learn was that Mr. Cronwright Schreiner had travelled from Glasgow purposing to address the meeting, but that he would remain at his hotel unless an undertaking were given that he should be heard. The uproar, however, continued, and the utmost efforts of Mr. W. D. Macgregor, who acted as chairman, and Mr. Theodore Napier, failed to secure anything like quietness. Mr. Keir Hardie ultimately attempted to read the proposed resolutions denouncing the war, but he failed to gain a hearing, and was compelled to announce the meeting at an end. Immediately afterwards the disturbers rushed the platform, and it was with the utmost difficulty that the police succeeded in clearing the hall. Those who occupied the platform were rather roughly treated on appearing outside. The disturbers afterwards walked in processional order through the streets.

P. and O. Co. and the Italian Contract.

The British Consular report on the trade of Venice for the years 1898-99 states that the contract between the Italian Government and the P. and O. Company for the service Venice-Brindisi-Port Said, every three weeks, in connection with their steamers to the Far East, which began in 1895 and was to last until Sept. 30, 1900, will be suspendeded on April 30 next; the managing directors having already given notice of discontinuance to the Ministry, owing, it is said, to this line not being remunerative. The Italian Government is now strongly in favour of entrusting this service to the "Navigazione Generale Italiana," granting them the same subsidy—namely, 509,000 lire. A preliminary agreement has already been concluded to be submitted to Parliament for approval, by which the steamers of this company will proceed fortnightly to and from Venice and Alexandria and to and from Venice and Port Said, alternating the voyages in such a way that half a year the steamers will run to and from Venice and Alexandria and half to and from Venice and Port Said, according to the different seasons in which passengers proceed to or return from Egypt. The calls at Ancona and Bari will be suppressed and the steamers will only touch Brindisi in order to be able to compete with the Austrain Lloyd Company. The steamers on this line are to be of 1,000 tons at least, with a minimum speed of eleven knots. The service will be in communication with the steamers of the company carrying on the monthly service Genoa-Bombay-Singapore-Hongkong. The majority of the merchants are strongly in favour of better arrangements being made with the P. and O. Company, and do not appear to be satisfied with the new agreement proposed by the Italian company and accepted by the Government. It is said that the Italian Government, in order to induce passengers to prefer the Bologne-Brindisi route to that of Marseilles, have been in communication with the Mediterranean and Adriatic railway companies, in order to obtain, if possible, a diminution in the cost of the tickets and better facilities for the conveyance of luggage. The works for the improvement of the Brindisi Harbour, which had been urged by the P. and O. Company, are being actively carried on, and it is said they will soon be completed. The question is of importance also for Venice, as a great number of travellers prefer visiting Venice on their way to and from Brindisi.

The Russian Petroleum Industry.

From St. Pétersburg, says the Odessa correspondent of the *Standard*, there comes an announcement of an important nature, inasmuch as it closely concerns a numerous body of British capitalists and shareholders who have many millions of money invested in this country. It is to the effect that M. Witte, Minister of Finance, is now elaborating a scheme for the conversion of the whole petroleum industry of the Caucasus into a Government Monopoly. M. Witte bases his chief reason for the introduction on the fact that the "ringed" combination of foreign proprietaries have, by a purely speculative process, raised the price of naphtha threefold, and the enhancement steadily continues. His Excellency has failed in his many efforts to persuade the Russian and foreign proprietaries to content themselves with a smaller but reasonable profit, and he has received many hundreds of strongly-worded representations on the subject from people who have the public interest at heart. This may or may not be a pretext for the launching of this Monopoly project; but in many quarters it is believed that the Minister, encouraged by the success of the Liquor Monopoly, is desirous of attaching the immense revenue of the petroleum industry to Exchequer purposes. It is certain that the scheme will be energetically opposed by the foreign proprietaries, the majority of which are British; but if M. Witte be fixedly determined upon the conversion, his Ministerial position is sufficiently strong to bear down the strongest opposition.

The Siberian Railway.

An interesting report on Russian Railways by Mr. Henry Cooke, British Commercial Agent in Russia, has recently been issued by the Foreign Office. The following extract relating to the Great Siberian Railway is of interest :—

Coming to the progress made, in fact or in project, by separate lines, the first importance is, of course, the Great Siberian Line, which may now be said to be nearing its conclusion, though large portions of the road completed have to be reballasted and relaid, numbers of bridges have to be reconstructed, &c. This led to an additional sum of R.83,000,000 being assigned last year for these purposes, attributed to the unforeseen increase of goods traffic on the line. Its value has been greatly enhanced since the Chinese Government leased Liao-tung Peninsula to Russia, thus opening a more direct route for this line to the ice-free Yellow Sea. The new town and port of Dalni at the terminus of the line was begun last year and is to be a free port. About 800 versts of the Chinese railway are already laid down. Temporary traffic has been opened for 445 versts from Port Arthur to Mukden. The main line from Missovoi station *viâ* Chita to Srietensk was laid down by Dec. 28, 1899, so that only the line round Lake Baikal remains to be done. From Jan. 1, 1900, the former Western and Central Siberian Railway Administrations have been abolished, and everything connected with the construction of the whole line transferred to the newly-established Central Siberian Railway Administration.

The former divisions were :—The West Siberian, from Chiliabinsk to the Obi, 1,328 versts ; Central Siberian, from the Obi to Irkutch, 1,754 versts ; the Circum-Baikal, from Irkutch to Missovi, 292 versts ; the Trans-Baikal from Missovoi to Srientensk, 1,009 versts ; and the Ussuriau, from Habarovsk to Wladiwostock, 729 versts. The Manchurian replacing the Amur line is, from an administrative point of view, distinct from the Siberian. The pecuniary expenses of the whole line, the first part of which was laid on May 12, 1891, have been over R. 500,000,000, in addition to which about R. 130,000,000 will be required in 1900. The whole amount of the cost of construction will exceed R. 750,000,000. From a commercial point of view, irrespective of the influence it will have on the development and population of Siberia itself, the new line opens out large channels of trade, more especially in Chinese teas and silk, to the disadvantage of the at present increasing import into Russia of Ceylon and Indian teas.

Another important line, much talked of lately, and for which foreign capital is being apparently sought, is one from St. Petersburg to Vologda and Viatka, and thence over the now existing line to Perm. It seems the concession had been given to the Moscow-Yaroslav-Archangel Railway Company, but owing to the practical failure of this company, which will soon be taken over by the State, the concession was withdrawn. This projected line would bring the Siberian Railway direct to the capital, open out a more direct route for Chinese teas and silk, and help to develop the great mineral industries of the Urals.

WAR NEWS BY WIRE.

Meeting of Loyalists Demanding Compensation for Losses of Property.

LONDON, March 25th.

A great meeting held at Beaconsfield has demanded annexation of the Republic, the confiscation of the property of rebels, and compensation to loyalists for losses of property etc.

—o—

Active Vigilance of the Loyalist Committee.

LONDON, March 25th.

The Loyalist Vigilance Committee at the Cape is extremely active in defeating the action of the *South African News* and that of the Africanders in trying to obtain peace at the price of the independence of the Republics.

—o—

Mission of Sir Alfred Milner to Disaffected Districts.

CALCUTTA, March 26th.

The *Daily News* correspondent at Cape Town states that Mr. Schriener, Premier, and members of the Cape Ministry, are loyally supporting Sir A. Milner's pacificatory mission in the disaffected districts.

—o—

War Office and Lord Methuen's Despatch from Magersfontein.

The War Office has made Lord Methuen rewrite the Magersfontein Despatch, owing to the defects of style and of form in the original. It is supposed that this action has been taken in consequence of Parliamentary agitation in favour of Colonel Gough.

—o—

The Kaiser Praises the Irish Regiments.

In the course of conversation with some high officials at Berlin, the Kaiser is reported to have expressed the highest admiration of the bravery of the Irish regiments.

—o—

Recovery of General Macdonald.

General Hector Macdonald has recovered from the wound received at the Modder River, and has returned to duty.

—o—

Considerable Delay in the Advance from Bloemfontein.

Boers very Sullen and not to be trusted to Keep the Oath.

LONDON, 26th March.

The correspondent of the *The Times* at Bloemfontein, in referring to the halt which has taken taken place in the advance and which is causing some anxiety at home, says that time is necessary for the Proclamation to make itself felt. The line of communication would be endangered unless the territory behind the advancing Army were rendered secure. The utmost caution was needed in dealing with apparently loyal Boers—those who have been surrendering at Philipopolis—which has just been occupied by General Clements. Generally throughout the country they are very sullen, and cannot be trusted to keep oath they have taken under compulsion.

—o—

Ominous Speech by Mr. White, the Transvaal Agent at Baltimore.

LONDON March 26th.

The necessity for caution is further emphasised by a somewhat ominous speech which has just been delivered at Baltimore by Mr. White, the Transvaal Agent. He stated that events would shortly occur which would startle the world.

—o—

Canada's Army Commissions.

LONDON, March, 29th.

Forty-two Army Commissions have been allotted to Canada.

—o—

General Joubert in Command at Kroonstadt.

LONDON March 26th.

The Boers are rapidly concentrating forces at Kroonstadt, the newly-declared capital of the Free State, and are preparing to offer a strenuous resistance to the further British advance. General Joubert is in command.

—o—

Better Treatment of the British Prisoners at Pretoria.

LONDON, March 26th.

Since the surrender of General Cronje a marked change for the better is reported in the treatment meted out to the British prisoners at Pretoria.

THE RELIEF OF LADYSMITH.

HOW LONDON REJOICED.

The following extracts from a letter received from England by the mail will doubtless prove of interest to our readers :—

"Of course you have heard of the general rejoicing that there was in London. From ten o'clock in the morning, when the news was given out at the Mansion House, till past midnight there was a continual roar of voices in the City. They say all London went mad; never was such a thing known before. All traffic was stopped all round the Mansion House. Everybody at once went for flags; red, white and blue ribbon was sold in such quantities that they had to send all round the place and buy up every bit to supply the demand. The Stock Exchange people all turned out, some without their hats, and they climbed up on the busses, wagons and two or three brewer's drays that were passing; tossed up their hats, cheered and sang "God save the Queen." Old men came out of their offices and shook hands and danced, and if a soldier or sailor came by he was lifted on to the shoulders of the people and carried along. Mappin and Webbs, the big silversmiths just at the corner of Cheapside, were giving away whiskies and sodas to anyone who came along.

"This happened in the morning, and when Dad came home with Cecil and Len they were decorated with red, white and blue bouquets and little buttons of Roberts, Buller or one of the generals at the war. We had tea and then I went up to Town to see some of the excitement. When we got to the Mansion House there was the same roar going on. Such a crowd, all dancing and shouting and singing patriotic songs. Girls and boys, young men and women were marching about with little flags and hitting each other with red, white and blue paper whips, or blowing penny trumpets. Then you would see a lot joining arms and two rows marching backwards and forwards like they do in "Here we come gathering nuts in May"; others would join in a ring and dance round, but there was no rowing, all seemed to be just gone jollily mad. When we had got some little way up Chenpside we found some busses which had had to go up back streets all the day. We got on one and went up to the West; here there was more room for the traffic, but large crowds were at every open space, cheering everything and everybody. Most of the large restaurants closed their doors at about ten o'clock, for their own safety, only they closed them full of people and they kept it up inside; such a hubbub, dancing on the tables and cheering everybody at the war and now and again singing the national anthem. We got home at about eleven, but I read in one of the newspapers that, at about four in the morning, a ring of old men were found dancing round and round, which they kept up for hours, and there was one man with a big jar of something, and he kept filling them up in turn. They didn't unclasp hands, but the stuff was poured down their throats."

SHIPPING REPORTS.

Captain F. L. Sommer, of the steamship *Hakata Maru*, from London, reports :—On the 30th March, passed K. R. H. F., 4-mast. barque (Holkar, Liverpool) in Lat. 5° 53' N., and Long. 84° 57' E., steering North.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1893.

Barometer	30.059
Thermometer	62.0
Humidity	83.0
Rainfall	4·08

YESTERDAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.97	29.87
Temperature	75	79
Humidity	94	83
Rainfall	—	—

TO-DAY.

Tuesday, 10th April, 1900.

Chinese—*11th of 3rd moon of 26th year of Kwang-sü.*

Sun—*Rises* ..... *5hr. 46min.*
Sets ..... *6hr. 16min.*
High water—*Morning* ..... *6hr. 54min.*
Afternoon ..... *8hr. 22min.*
Low water—*Morning* ..... *1hr. 22min.*
Afternoon ..... *1hr. 47min.*

ANNIVERSARIES.

1814—Battle of Toulouse.
1865—Suez Canal opened.
1896—Dinner given to Sir Claude MacDonald by the China Association, Shanghai.

TO-MORROW.

Wednesday, 11th April, 1900.

Chinese—*12th of 3rd moon of 26th year of Kwang-sü.*

Sun—*Rises* ..... *5hr. 45min.*
Set ..... *6hr. 17min.*
Moon—*In Apogee 5hr. p.m.*
High water—*Morning* ..... *8hr. 6min.*
Afternoon ..... *8hr. 58min.*
Low water—*Morning* ..... *2hr. 23min.*
Afternoon ..... *2hr. 38min.*

ANNIVERSARIES.

1713—Treaty of Utrecht.
1873—Hongkong Volunteer Fire Brigade formed.
1878—Terrific tornado in Canton ; 2,000 houses destroyed, 10,000 lives lost.
1894—British protectorate over Uganda proclaimed.
1898—Glen Line steamer *Glenturret* grounded at Woosang.
1899—Friendly Islands become dependencies of Great Britain.

AGENDA.

TO-MORROW.

Noon—C. N. Co's steamer, *Chingtu* leaves for Australian Ports.
5 p.m.—I. C. S. N. Co.'s steamer *Loongsang* leaves for Manila.

THURSDAY, 12th.

Noon—Extraordinary General Meeting of Shareholders of the Green Island Cement Co., Ld.
Noon—I. C. S. N. Co's steamer *Kuntsang* leaves for Singapore, Penang and Calcutta.
C. N. steamer *Nanchang* leaves for Tientsin.

FRIDAY, 13th.

Good Friday.

18th—Annual Prize Meeting of the Hongkong Rifle Association at Kowloon.
C. N. Co's steamer *Ichang* leaves for Chinkiang.
Cargo ex *Urano* subject to rent.

SATURDAY, 14th.

18th—Annual Prize Meeting of the Hongkong Rifle Association at Kowloon.
Noon—3rd Ordinary General Meeting of Shareholders of the Punjom Mining Co., Ld.

SUNDAY, 15th.

(About) D. & Co's steamer *Pathan* leaves for New York via Suez Canal.

MONDAY, 16th.

Easter Monday.

18th—Annual Prize Meeting of the Hongkong Rifle Association at Kowloon.

TUESDAY, 17th.

O. S. Co's steamer *Hector* leaves for Liverpool (direct).
O. S. Co's *Prometheus* leaves for London via Suez Canal.
C. N. Co's steamer *Kweiyang* leaves for Tientsin.

WEDNESDAY, 18th.

12.15 p.m.—Extraordinary Meeting of the Hongkong and Kowloon Wharf and Godown Co., Ld.
p.m.—Grand Entertainment under Distinguished. Patronage, in aid of the Indian Famine Fund at City Hall.
Cargo ex *Thordis* subject to rent.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English *(Chusan)* 13th inst.
American *(City of Peking)* 14th inst.
Canadian *(Empress of India)* 16th inst.
German *(Preussen)* 17th inst.
German *(Weimar)* 17th inst.
American *(Gaelic)* 20th inst.
American *(Hongkong Maru)* 28th inst.

* * *

The N. P. S. Co.'s steamer *Tacoma*, arrived at Yokohama and sailed for Kobe to-day.

* * *

The Imperial German Mail steamer *Weimar*, left Kobe *viâ* Nagasaki and Shanghai on Sunday the 8th inst., p.m., and may be expected here on or about Tuesday, the 17th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
H.M.S. *Wivern*	"	"	"
H.M.S. *Sandpiper*	"	"	"
U.S.S. *Scindia*	"	"	"
Progress	"	"	"
Taiyuan	"	"	"
Anping	"	"	"
Tailee	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Hong Leong	"	Aberdeen	"

* * *

PASSED THE CANAL.

Outward—31st March—*Bayern, Pyrrhus, Asia Maru.* 4th April—*Indrani, Laos, Gisela, Salahadji, Westphalia.*

Homeward—31st March—*Chingwo, Patroclus, Socotra, Abbey Holme.* 6th April—*Ceylon, Diomed, Aker, Roma.*

Arrivals at Home—4th April—*Cowrie, Khalif, Stentor, Wakasa Maru.* 6th April—*Trieste, Bayern.*

Shipping.

Arrivals.

APENRADE, German steamer, 611, A. Bendixen, 9th April,—Haiphong and Hoihow 8th April, General.—Jebsen & Co.

ANPING MARU, Japanese steamer, 962, Satow, 9th April,—Swatow 8th April, General.—Mitsui Bussan Kaisha.

PROSPER, Norwegian steamer, 724, Thorstensen, 9th April,—Swatow 8th April, General.—Melchers & Co.

LOOSOK, British steamer, 1,020, J. B. Jackson, 9th April,—Bangkok 31st Mar., Rice.—Butterfield & Swire.

KINSHIU MARU, Japanese steamer, 2,459, F. Horton, 10th April,—Moji 5th April, General and Coal.—Nippon Yusen Kaisha.

BAMBERG, German steamer, 2,660, H. Jacobs, 10th April,—Singapore 4th April, General. —Siemssen & Co.

HAKATA MARU, Japanese steamer, 3,864, F. L. Sommer, 10th April,—London 2nd Mar., and Singapore 5th April, General.—Nippon Yusen Kaisha.

KWEILIN, British steamer, 1,084, MacKenzie, 10th April,—Newchwang 3rd April, and Chefoo 4th, General.—Butterfield & Swire.

PROGRESS, Russian steamer, 541, C. B. Gendersen, 10th April,—Wuhu 3rd April, Rice.—Order.

Clearances at the Harbour Office.

Prosper, Norwegian str., for Swatow.
Apenrade, German str., for Hoihow.
Alcinous, British str., for Shanghai.
Iris, British bark, for Fremantle.
Whampoa, British str., for Amoy.
Diamante, British str., for Amoy.
Konigsberg, Ger. str., for Yokohama.
Pak Kong, British str., for Canton.
Macduff, British str., for Saigon.
Bamberg, German str., for Shanghai.
Kwai Lum, British steam-launch, for Macao.

Departures.

April 10, *Quarta*, German str., for Saigon.
April 10, *Sueyia*, German str., for Kiaochow.
April 10, *Hailoong*, British str., for Swatow.
April 10, *Diamante*, British str., for Manila.
April 10, *Shanghai*, British str., for Singapore.
April 10, *Loongmoon*, Ger. str., for Shanghai.
April 10, *Wingsang*, British str., for Shanghai.
April 10, *Whampoa*, British str., for Singapore.

Passengers—Arrived.

Per *Bamberg*, from Singapore—200 Chinese.
Per *Kinshiu Maru*, from Japan—Messrs. T. Sasaki, K. Okamoto, S. Yamazaki, Y. Okamoto, S. Takagaki, S. Kuniyasu, 3 Japanese and 10 Chinese.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Kawachi Maru	Japan	To-morrow
Japan	Singapore	April 12th
Chusan	Singapore	April 13th
Pingsuey	Singapore	April 13th
Idomeneus	Singapore	April 13th
City of Peking	Japan	April 14th
Saint Irene	Japan	April 14th
Glenogle	Kobe	April 15th
Empress of India	Japan	April 16th
Preussen	Singapore	April 17th
Weimar	Japan	April 17th
Gaelic	San Francisco	April 20th
Miike Maru	Bombay	April 20th
Hongkong Maru	San Francisco	April 28th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on WEDNESDAY, the 18th day of April, 1900, at 12.15 o'clock in the Afternoon when the SUBJOINED RESOLUTIONS will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY MEETING will be subsequently convened.

1.—That the Capital of the Company be increased from $1,000,000 to $1,500,000 by the creation of 10,000 New Shares of $50 each.

2.—That such New Shares be issued at a Premium of $25 per Share and be allotted to the Shareholders of the Company in the proportion of One New Share for every Two Shares now held by them.

3.—That the Amount due for the New Shares be called up as follows, viz:—

$50 per Share on the 1st July, 1900, to rank for Six months Dividend out of the Profits of the Year 1900, and the remaining $25 per Share on the 1st October, 1900.

Dated the 29th March, 1900.

By Order of the Board,

EDWARD OSBORNE,
Secretary.

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THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLUTION were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of $1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of $25 as paid up thereon in addition to the Sum of $50 now standing to the credit of each Share.

2.—That the Balance of $25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of $25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of $12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,

A. SHELTON HOOPER,
Secretary.

Hongkong, 27th March, 1900. [403b

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINRY GENERAL MEETING of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the Company's Hotel on TUESDAY, the 24th April, 1900, at 12 O'clock (NOON), when the Subjoined resolution which was passed at the extraordinary General Meeting of the Company held on the 27th day of March, 1900, will be submitted for confirmation as a special resolution.

"That the New regulations already approved "by this meeting, and for the purpose of "identification subscribed by the Chairman "thereof, be, and the same are, hereby approved, "and that such regulations be, and the same "are, hereby adopted as the regulations of the "Company to the exclusion of all the existing "regulations thereof."

A copy of the proposed new regulations may be seen at the Company's Office, and can be obtained by application to the Under signed.

Dated Honkong, the 2nd day of April, 1900.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 2nd April, 190. [430b

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE is hereby given that the SECOND INSTALMENT of $5 per Share in respect of the 50,000 New Shares has been called up and Holders of such Shares who have not already paid this Instalment are requested to PAY the Amount of such CALL to the Undersigned at the OFFICE of the Company, No. 9, Praya Central, on or before the 30th April, 1900.

Dated the 27th March, 1900.

SHEWAN, TOMES & Co.,
General Managers.

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HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 362 for TEN SHARES of this Company, numbered 7165 to 7174, and dated the 20th May, 1893, in the name of FUNG WA CHUN, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the Date hereof, and the Original Scrip will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating the same.

By Order,

C. MOONEY,
Secretary.

Hongkong, 30th March, 1900. [412b

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 240 for 15 SHARES of the Company, numbered 28904/28918, in the name of PAUL JORDAN, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the Date hereof, and the Original Scrip will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES CO.,
General Managers.

Hongkong, 29th March, 1900. [409b

Intimations.

BANK HOLIDAYS.

IN Accordance with the provisions of Ordinance No. 6 of 1875 the Undermentioned Banks will be CLOSED for the Transaction of Public Business, on GOODFRIDAY, SATURDAY, and EASTER MONDAY, the 13th, 14th, and 16th instant respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
D. W. GILMOUR,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
CHANTREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOH,
Manager.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Acting Manager.

For the DEUTSCH-ASIATISCHE BANK,
F. URBIG,
Manager.

Hongkong, 7th April, 1900. [463b

INSURANCE HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on FRIDAY, the 13th instant, (Good Friday), and on MONDAY, the 16th instant, (Easter Monday).

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LD.
General Managers,
HONGKONG FIRE INSURANCE CO., LIMITED.

For the UNION INSURANCE SOCIETY OF CANTON, LD.,
W. J. SAUNDERS,
Secretary.

For the NORTH-CHINA INSURANCE CO., LD.,
W. H. PERCIVAL,
Agent.

For the CHINA TRADERS' INSURANCE CO., LIMITED,
H. P. WADMAN,
Acting Secretary,

For the YANGTSZE INSURANCE ASSOCIATION, LIMITED,
SHEWAN TOMES & CO.,
Agents.

For the CHINA FIRE INSURANCE CO., LD.,
GEO. L. TOMLIN,
Secretary.

Hongkong, 9th April, 1900. [467b

ABRIDGED PROSPECTUS.

THE "CHEONG FAT" FERRY CO., LIMITED.

Incorporated under the Companies Ordinances, whereby the Liability of each Shareholder is limited to the Amount of his Shares.

CAPITAL $100,000

In 4,000 fully paid up Shares of $25 each of which 1,600 Shares will be offered for Snbscription.

Terms for Subscription:—$ 5 on Application $10 on Allotment.

Balance at call in Instalments, One Month's Notice to be given in respect of each Instalment called up.

Applications for Shares accompanied by a Deposit of $5 per Share must be sent in to the NATIONAL BANK OF CHINA, LIMITED, on or beforu 18th of April, 1900.

For Forms of Application, apply to the General Managers.

Board of Directors:

Mr.	LOO KOON-TING	of Kwang Wing Sang Firm.
"	CHAN KAI-MING	of Opium Farm.
"	HU SHUN-CHUN	of Opium Farm.
"	TAM TZE-KONG	of Chai On Insurance Co., Ld.
"	CHAN HE-WAN	of Chai On Insurance Co., Ld.
"	LAI SIU-TUNG	of Tin Shing Shop.
"	YUNG CHOW-PONG	of Deutsch Asiatische Bank.
"	TO YING-TING	of Lauts, Wegener & Co.
"	J. T. LAUTS	of Lauts, Wegener & Co.

Bankers:

THE NATIONAL BANK OF CHINA, LIMITED.

Solicitors:

Messrs. JOHNSTON, STOKES AND MASTER.

General Managers:

Messrs. LAUTS, WEGNER & Co.

The Company has been formed for the purpose of carrying passengers between Hongkong and Yaumatee and such other places as may from time to time appear to promise satisfactory results and assist in meeting the demands of the growing passenger traffic from and to Hongkong and the East and West River of Canton.

Arrangements have been made to commence business at once with a Ferry Service between Yaumatee and Hongkong.

Hongkong, 4th April, 1900. [447b

SANITARY BOARD.

OWNERS of HOUSES situated in the Central Division of the City of Victoria, and in the Western Division of Kowloon, who have not had their Premises LIMEWASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be finished ends on the 30th day of April, 1900, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above-named Date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road, and includes Tsim Sha Tsui, Yau Ma Ti, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Sanitary Board,

C. W. DUGGAN,
Secretary.

Hongkong, 9th March, 1900. [310b

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU ..... F. L. Sommer	KOBE and YOKOHAMA	TO-MORROW, 11th April, at 4 P.M.
KAWACHI MARU ..... J. S. Thompson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 13th April, at Daylight.
*KINSHIU MARU..... F. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., VIA AMOY, SHANGHAI, KOBE and YOKOHAMA	FRIDAY, 20th April, at Daylight.
KASUGA MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 21st April, at Noon.
MIIKE MARU ..... S. Kawamuro.....	MOJI, KOBE and YOKOHAMA...	TUESDAY, 24th April, at Noon.
MIKAWA MARU ..... M. Takahashi	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 24th April, at 4 P.M.
YAWATA MARU ..... A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th April, at 4 P.M.
BINGO MARU ..... M. Nivison	MARSEILLES, LONDON, NEWCASTLE ON-TYNE, and ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 27th April, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 9th April, 1900. [6

NORDDEUTSCHER LLOYD.

(Freight Service.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*SIBIRIA ..... Braun	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	24th April.	Freight and Passage.
*KONIGSBERG... Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 12th May.	Freight and Passage.
BAMBERG ..... Jacobs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th May.	Freight.
ANDALUSIA ..... Schönfelt.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 30th May.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 14th April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 8th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 31st May, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 20th March, 1900. [7

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Saturday, 21st April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 1th May, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 9th June, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 21st April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

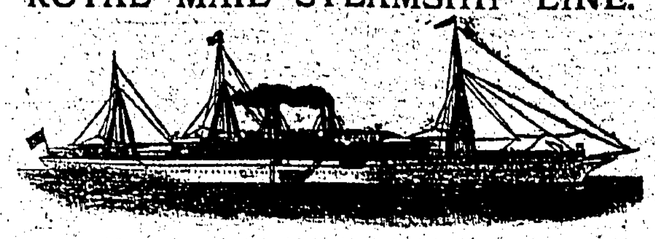
C. L. GORHAM, Acting Agent.

Hongkong, 27th March, 1900. [1

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1900



1900

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ....WEDNESDAY, 16th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 14th March, 1900. [3

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Energia.....	3,177	on	April 12
Carlisle City.....	3,002	about	April 30
Strathgyle.....	5,023	about	May 10
Belgian King ...	3,379	about	June 5
Thyra.....	3,812	about	July 8

THE Steamship

"ENERGIA,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA & HONOLULU, on THURSDAY, the 12th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 30th March, 1900. [28

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Sikh	2,747	J. Rowley ...	April 14
Glenogle	3,750	W. Frakes...	April 24
Queen Adelaide	2,832	F. McNair...	May 5
.....	.....	.....	June 2

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire	2,874	W.A.Evans	May 19
Braemar.....	3,601	W. Watt...	June 9
.....	.....	.....	July 14
Monmouthshire	2,874	W.A.Evans	Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 30th March, 1900. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"MASSILIA,"

Captain C. Gadd, carrying Her Majesty's Mails, will be despatched from this Port for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 14th April, at Noon, taking Passengers and Cargo for the above Ports.

Cargo and Passengers for Bombay will be transhipped at Colombo into a steamer proceeding direct to that Port.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 31st March, 1900. [5

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 1st May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Wednesday, 23rd May, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 14th July, at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 1st May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 1st April, 1900. [2

THE RESERVES.

The special correspondent of the *British Medical Journal*, writing from Cape Town, Feb., 7th says:—

"It is becoming evident that the reserves and militia are, from a physical point of view, somewhat disappointing. One has always held the view that, whatever might be the case with regard to the militia, the reservist would be of superior physique to the man with the colours. Transport after transport tells us a different tale. It is perfectly true that the average reservist is a better-developed man than his comrade with the colours, but it is unfortunately true that both reservists and militiamen contain a very large number of 'lame ducks,' hopelessly incapable of going to the front. . . . The percentage who are being landed here and sent to the station hospital, with the immediate result of being marked for re-drafting to England, is far greater than would have been the case had an efficient system of inspection been adopted on your side. . . . From the object lessons one is seeing here it is quite evident that the examinations at home have been conducted either by men who do not understand military requirements or by men who were so pressed for time that they had to run through the work at a speed which does not permit thorough investigation." Certainly, there does not appear to have been a very satisfactory examination of the men before leaving England; but it would surely pay better to employ more men, or more efficient men, to inspect troops before their departure, than to take up valuable space on transports and in hospitals with men who are never likely to be of any service, but rather a hindrance.

MOSTLY PERSONAL.

(From Our Exchanges.)

Dr. Manson Decorated.

The Queen held an investiture of the Orders of St. Michael and St. George, the Bath, and the Indian Empire at Windsor Castle on 1st March. Amongst those invested by Her Majesty with the usual ceremony was Dr. Patrick Manson, M.D., Medical Adviser to the Colonial Office.

—o—

The Cambridge Local.

The only name connected with the Far East appearing in the lists of successful candidates at the Cambridge Local Examinations in December is that of D. Soothill, China (Walthamstow Hall, Sevenoaks), in the list of junior girls who are in the Second Class.

—o—

Naval Appointments.

The following appointments have been made at the Admiralty:—Surgeon J. W. W. Stanton, for medical charge of the *Edgar* on voyage to China, undated. Captain—Lewis E. Wintz, to the *Goliath*, to date March 27. Lieutenant—H. D. Wilkin, to the *Goliath*, for the *Otter*, in command, temporary, for voyage to China, to date March 27.

—o—

News of Andree.

A bottle containing a card purporting to be from Herr Andrée has been picked up on the beach of the Island of North Ronaldshay, Orkney. One card was numbered "83," dated 1898, and addressed to the Arctic Exploration Company, Gothenburg, with a request to the finder to post it, which has been done.

—o—

Chocolate Armour.

The Queen is to have one of her chocolate boxes back. It is damaged. It was none the less appreciated by its receiver, and it comes back as no spurned gift, for it was the sweetest chocolate ever Private Humphrey had. It was his life that the Queen gave him in that box, and the Boer bullet now embedded in it will give her Majesty ocular demonstration of the fact. Hitherto, both in fiction and in the true story of the fortunes of war, it has been the soldier's Bible that has stopped the bullet and saved his life. There is now a competitive charm and armour plate—the chocolate box.

—o—

Lord Rosebery's Creed.

In the course of a letter by Lord Rosebery to the Scottish Liberal Association and the Midlothian Liberal Association in connection with his resignation of the Presidency of those bodies Lord Rosebery remarks: "Though I now resume absolute independence, unfettered even by the slight bonds of nominal office, it is, I beg you to believe, in no way inconsistent with the principles which have guided my past life from its political commencement. Liberalism at home and the maintenance of our free, unaggressive, tolerant Empire abroad—in a word, the large and efficient development of our nation on Liberal lines both within and outside these island—this always has been and must be my creed, whether in public or private life."

—o—

Her Majesty Abandons Her Visit to Italy.

With the lofty and unselfish sense of duty to her people which has marked every portion of her long and glorious reign Her Majesty the Queen has decided to abandon her projected visit to the Italian Riviera in the present state of public affairs. The sacrifice is not small. The Queen has delighted and astonished her subjects by the vigour and resolution with which she has laboured during these trying months. At an age when to many persons of both sexes the study of their own health and comfort has become paramount to all other considerations, she has freely risked the one and sacrificed the other in the public interest. The visit she made to Netley Hospital only the other day, when she was at the pains to manifest her personal concern in each of the 500 patients in that institution, is but one instance out of very many in which she has undergone exertions and fatigues from which men and women younger than she might well have shrunk. The promptitude with which she has sent messages of condolence, of encouragement, and of congratulation, not merely to her soldiers at the seat of war, but to those more particularly concerned in the incidents of that eventful drama in all parts of the Empire, and the unfailing felicity of the language in which these messages have been worded, are proofs of the unfaltering assiduity with which she has followed the situation in all its shifting aspects from day to day.

—o—

Lord Pauncefote.

Lord Salisbury's decision to prolong Lord Pauncefote's tenure of the Embassy at Washington, at least until the year has come to an end, will, says a London contemporary please everybody, including even the Diplomatic Service. To the Americans Lord Pauncefote's stay among them will be acceptable because he has achieved the feat of making himself popular with a success for which there is no precedent since the first British Minister was accredited to the Government of the United States a century and a quarter ago. To us his continued tenure of office is acceptable because he has pleased the Americans, and it is highly desirable from a business point of view, as well as grateful to our feelings, that they should continue to be pleased. To promote cordial relations between the people from which, and the people to which he is sent is the object a diplomatic agent is, in theory, bound to keep in view. When he has done it under circumstances of extreme difficulty there are obvious reasons why he should not be removed. Even within the Diplomatic Service itself, where the great questions of changes and promotions have a natural interest, there must at least be a cheerful resignation to the prolongation of Lord Pauncefote's tenure of the post. No diplomatist, certainly no prudent diplomatist, can wish to go to the United States on the very eve of a Presidential Election, when a little army of clever fellows will be on the watch to see whether it is not possible to make electioneering capital out of the British Ambassador.

THE FAR EAST IN PARLIAMENT.

WEI-HAI-WEI.

On 2nd March, in the course of the debate on the Navy Estimates, Sir J. Colomb asked, with reference to the sum of £13,000 for Wei-hai-wei, what was the real policy of the Admiralty with reference to this port. He repeated his own opinion that only two courses were possible—either to make it a Gibraltar or to spend no more money than was necessary to make it into a coal store. He saw no half-way between those two positions.

Admiral Field said he was glad to find that Wei-hai-Wei was to receive an expenditure of £13,000. It was recognised as an important secondary base, and for the protection of the harbour from torpedo-boats at night there should be a short inner breakwater with opening. He approved of the coal depôt at Falkland Islands, and would like to hear what progress was being made with the Hongkong dock, and if anything had been done towards establishing docks at Jamaica and Singapore.

Captain Sinclair also desired information as to works at Wei-hai-Wei.

Mr. Austen Chamberlain dealt in turn with the various questions raised on points of detail. In reference to Wei-hai-Wei, he could add little to the statements made last year. Length of time for communication on details was one difficulty, and work there had to be undertaken after conference with military authorities, and recent events had left those authorities little opportunity for such conference. (Hear.) He was asked what they had done up to the present. They had sent out a dredger from Malta which was steadily at work deepening the harbour to a depth of 30 ft. A further small sum, probably between £3,000 and £4,000, was being expended at the discretion of the commander-in-chief in repairs to the pier, office accommodation, and fitting Chinese shops for the reception of machinery. The report of the year's work was not yet ready.

TRADE ON THE WEST RIVER.

(5th.) Sir C. Dilke asked the Under Secretary for Foreign Affairs what progress had been made in China towards the full opening to trade of the West River, and of rivers generally.

Mr. Brodrick: It is impossible, within the limits of an answer to a question, to give a complete account of the position, but the Reports from Her Majesty's Consuls, included in the papers now being prepared for Parliament, contain full information on the subject. According to the latest information, trade is steadily increasing on the West River.

RUSSIA AND CENTRAL ASIA.

Mr. Bowles asked the Under Secretary for Foreign Affairs whether the Amir of Bokhara had ceded to Russia free of cost, extensive tracts of land in the upper courses of the Oxus, to be used for farming settlements for colonists from European Russia, and had also given permission to Russia to construct military stations for its Central Asian troops, and the right to establish fortified stations on the frontier of Afghanistan.

Mr. Brodrick: Her Majesty's Government have received no information to this effect, but it is within the competence of the Amir of Bokhara to make such arrangements as he may deem fit on these points.

EASTERN EXTENSION COMPANY CONCESSIONS.

Mr. Hogan asked the Secretary of State for the Colonies whether he had received protests from the Canadian and New Zealand Governments against the concessions recently granted to the Eastern Extension Company in Australia as being likely to militate seriously against the financial success of the Pacific cable in which the Imperial, the Canadian, and the Australasian Governments were joint partners; whether, in view of these protests, it would still be possible to revoke the concessions and prevent any further complications of a like character; and whether he had received a reply to his message to the Australian Government on the subject.

Mr. Chamberlain: I have received protests of the nature described from Canada and New Zealand. I am informed by the Government of New South Wales that no arrangement has yet been concluded with the Eastern Extension Company, though it is aware that the decision of the recent conference of Premiers was generally favourable to the proposals of the company.

THE OPEN DOOR.

(8th.) Mr. J. Walton asked the Under Secretary for Foreign Affairs whether Her Majesty's Government would actively co-operate with the United States Government in the endeavour to arrive at an agreement between the Powers interested in China which would secure equal opportunities for the trade of all nations throughout the Chinese Empire, irrespective of any territorial changes that may take place.

Mr. Brodrick: Papers on this subject will shortly be laid before the House.

Mr. J. Walton: Are we to understand that the Government are determined to make no effort?

The Speaker: Order, order. That hardly arises out of the question.

THE OPENING OF NANNING.

Mr. J. Walton inquired whether the opening of Nanning Fu as a treaty port, as announced by Her Majesty's Government early last year, had been carried out; and, if not, what steps were being taken to enforce this; also, whether the Government would insist on the opening of the inland waterways of China in accordance with the agreement under which British ships were to be able to take British goods to every riverside town and station.

Mr. Brodrick: Her Majesty's Minister at Peking has repeatedly pressed the Chinese Government to carry out the opening of Nanning. They still await the report of the Governor of the province on the arrangments that will be necessary, but have promised Sir C. Macdonald to direct him to send it without delay. The navigation of the inland waters by British vessels has been sucessfully initiated in various parts of China. The papers shortly to be laid before the House will show that considerable progress has been made. Her Majesty's Minister at Peking will continue to give careful attention to the matter.—*L. & C. Express.*

Mosely Wraggs—You've got some egg on yer whiskers. Tuffold Knutt—I knowed I didn't seem to be gittin' much o' that aig I ett day before yesterday, but I hadn't no idea what had become of it.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched TO-MORROW, the 11th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th April, 1900. [343b

CHINA NAVIGATION COMPANY, LIMITED.

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THE Company's Steamship

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The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

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Hongkong, 10th April, 1900. [344b

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

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"LOONGSANG,"

Captain Weigall, will be despatched as above TO-MORROW, the 11th instant, at 5 P.M.

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General Managers.
Hongkong, 10th April, 1900. [454b

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Payne, will be despatched as above on THURSDAY, the 12th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th April, 1900. [453b

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above THURSDAY, the 12th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th April, 1900. [378b

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Otaga, will be despatched for the above Ports, on SUNDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th April, 1900. [45

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"PATHAN,"

will be despatched for the above Port on or about the 15th April.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th March, 1900. [132b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above on TUESDAY, the 17th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd April, 1900. [425b

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched on TUESDAY, the 17th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th April, 1900. [371b

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on TUESDAY, the 17th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th April, 1900. [469b

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR ILOILO AND CEBU.

THE Company's Steamship

"ESMERALDA,"

Captain A. Ramsay, will be despatched for the above Ports, on FRIDAY, the 27th instant.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2th April, 1900. [468b

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MACHAON,"

Captain Hannah, will be despatched on TUESDAY, the 1st May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th March, 1900. [411b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCINOUS,"

Captain Pulford, will be despatched as above on TUESDAY, the 15th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th April, 1900. [465b

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU."

are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 8th instant will be subject to rent.

Cargo to be delivered from alongside.

No Fire Insurance has been effected.

C. L. GORHAM,
Acting Agent.
Hongkong, 6th April, 1900. [7

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"URANO,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 13th instant, *or they will not be recognised.*

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 6th April, 1900. [457b

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKH,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 7th April, 1900. [4

EDWARD PERRY AND COMPANY'S STEAMSHIP SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"THORDIS,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the Godowns of The Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in the Office of the Undersigned before Noon on the 14th instant or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant will be subject to rent.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 7th April, 1900. [462a

Notice of Firms.

NOTICE.

MY INTEREST and RESPONSIBILITY in the FIRM of Messrs. DAVID SASSOON & Co. CEASE from THIS Date.

FLORA SOLOMON DAVID SASSOON.
Bombay, 16th February, 1900. [413b

SALAMANDER FIRE INSURANCE CO.

NOTICE.

THE UNDERSIGNED, having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE at CURRENT RATES.

HOTZ, S'JACOB & CO.
Hongkong, 31st March, 1900. [422b

To be Let.

TO LET.

"HARFORD." MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.

"THE RETREAT."—MOUNT KELLETT.

GODOWNS.—Nos. 80a and 82, PRAYA EAST.

5, RIPON TERRACE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 23rd March, 1900. [12

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [10

Intimations.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

FIRE, MARINE AND TYPHOON.

Capital ..... $25,000,000.
Total Assets exceed ..... $45,000,000.
Total Annual income exceed ... $16,000,000.

THE OFFICES of the HONGKONG BRANCH of the above Company have This Day been REMOVED to No. 7, DES VŒUX ROAD, CENTRAL, (late Praya Central), First floor, lately occupied by the NIPPON YUSEN KAISHA.

W. H. T. DAVIS,
Local Manager.
Hongkong, 31st March, 1900. [420b

WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address:—
J. J. F.,
Office of This Paper.
Hongkong, 10th March, 1900.

WANTED.

A FEW BOARDERS (GENTLEMEN) Central Position on low level; good accommodation with use of Billiard Table and select Library.

Apply REN,
c/o this Paper.
Hongkong, 2nd April, 1900 [436b

NOTICE.

WANTED to purchase a REMINGTON (new or second hand) TYPE WRITER.

Apply
"H,"
c/o this Paper.
Hongkong, 9th April, 1900. [471b

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CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS,

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Voigtländer and Sohn's

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MARINE GLASSES and SPYGLASSES,

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DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld.. DUNLOP TYRES'S BICYCLES—PRICE...$160.

A special reliable Watch made for this Climate.

Quality A.....$16
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Watson's Building.
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THE NEW FRENCH REMEDY.

THERAPION.

This succesful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious affording prompt relief where other well-tried remedies have been powerless.

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THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

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DART LOONG.

LADIES' DRAPERS, OUTFITTERS AND TAILORS.

51 & 53, WELLINGTON STREET.

LATEST STYLES in Ladies' Dress Materials direct from Manufacturers.

The Ladies' Tailoring Department is on the Premises and under the Superintendance of YUEN LEE.

Hongkong, 14th March, 1900. [335b

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

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HARTMANN'S RABITEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

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Sole Agents for

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EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [38

ANNUAL CHEAP SALE.

FINE JAPANESE GOODS, during 20 Days only, commencing from 25th March.

D. NOMA,
No. 13, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 26th March, 1900. [41

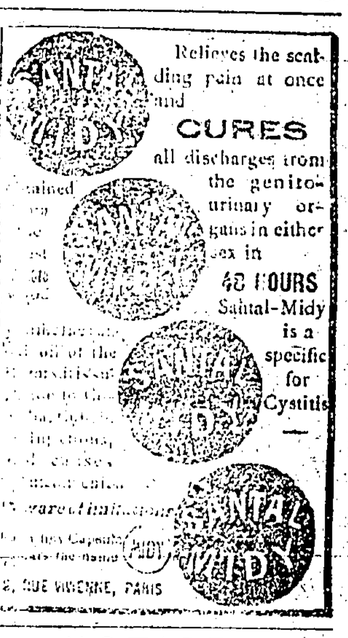
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SANITARY SOAP. JEYES' FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [37



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Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

DIRIGO, Amer. ship, Goodwin—Standard Oil Co.

GEO. T. RAY, British ship, Spicer.—Siemssen & Co.

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THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, how are taught by the Sisters.

Hongkong, 22nd April, 1892. [493

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For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

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MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899. [33

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GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September 1898. [40

SIEN TING,
SURGEON DENTIST.
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TERMS VERY MODERATE,
Consultation free.

Hongkong, 27th September, 1898. [39

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Aitken, Mr. J. H.
Angus, Mrs. John
Anthony, Mr. J.
Armstrong, Lieut. A.
Bailey, Mr. W. S.
Banin, Mr. and Mrs. E.
Barber, Mr. J. N.
Best, Mr. C. H.
Black, Mr. F. W.
Blackburn, Com. R.N.
Brooks, Mrs.
Brown, Mr. J. W.
Bruhn, Mr. H.
Butler, Mr. and Mrs.
Butler, Miss
Carter, Mr. H. B.
Clark, Dr. and Mrs. F.
Dawson, Comdr.
Denroche, Mr. P. C.
Deitrich, Mr. Joe
Drum, Miss
Dunne, Mr. and Mrs.
Faga, Mr. and Mrs. V.
Filippini, Mr. and Mrs. and maid
Franki, Mr.
Frisbie, Mr. Geo. E.
Gillard, Mr. H.
Glendinning, Mr. H.
Goddard, Capt.
Griffin, Major
Groves, Mrs. H.
Haas, Mr. H. H.
Hall, Mr. R. J.
Hay, Mr. and Mrs. E.
Isaacs, Mr. S.
Jeffreys, Major & Mrs.
Joseph, Mr. and Mrs. E. S.
Katsch, Mr. E. A.
Kinghorn, Mr.
Kirkwood, Mr. J.
Lamhie, Mrs. J. E.
Lara, Mr. F.
Leggatt, Mr. E. C.
Levy, Mr. L. A.
Liblau, Mr.
Little, Mr. H. S.
MacGowan, Mr. R. J.
Mackillop, Mr. A.
Macmillan, Mr. A. C.
Marsh, Mr. Alec
Massow, Mrs. & maid
Mayston, Mr. J. Y.
McCall, Mr. J. S.
McLeod, Mr. & Mrs. E.
Merghelynck, Mr. L.
Meser, Mr. T. S.
Messer, Mr. C. S.
Montgomerie, Mrs. and maid
Murphy, Mr. E. O.
Neirop, Mr. Van
Ne Hong Soon, Mr. & Mrs.
O'Neill, Mr. J. J.
Parfitt, Mr. W.
Parker, Mr. R. H.
Paton, Mr. J. W.
Redraga, Mr. S.
Reeves, Mr.
Richards, Mr. H. M.
Richardson, Mr. G. E.
Rigby, Capt. G.
Robins, Mr. S. J.
Rodriques, Mr. L.
Rouget, Mr.
Ryan, R.A.M.C., Lt.-Col.
Schienicke, Mr. C. F.
Schwarz, Mrs. S. L.
Schwarzenbach, Mr. F.
Sergeant, Mr. B. W.
Sharp, Mr. & Mrs. E. H.
Simmins, Mr. H.
Smythe, Mr. A. J. Hamilton
Stanford, Mrs.
Stewart, Mr. E. H.
Stickney, Mr. & servant
Sutcliffe, Mr. and Mrs.
Teh, Mr. A.
Thynne, Lord Henry and valet
Tittle, Mr. H. S.
Tour, Mr. and Mrs. E. de la
Trevoux, Mr. G.
Trimble, Mr. Geo. W.
Vaughan, Mr. H. S.
Villigees, Mr. L. de
Waghorn, Mr. G.
Waldow, Mr. R.
Warfield, Mr. and Mrs.
Warnken, Mr. John
Whiley, Mr. & Mrs. W.
Whiley, Miss
Whiley, Mr. W. J. G.
Wild, Mr. and Mrs. Bagnall
Wonters, Mr. E.
Zuniga, Mr. J. M. de

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Brayne, Mr. H. F. R.
Brown, Colonel
Bure, Mr. P.
Carie, Mr. Arthur R.
Carrington, Sir John W.
Dann, Mr. G. H.
Droeze, Mr. F. J. Haver
Ezekiel, Mr. J. S.
Forbes, Mr. A.
Fraser, Lt.-Col. A. R.
Gompertz, Mr. H. H.
Gorges, Colonel E. H.
Graham, Mr. D. M.
Gros, Mr. Edward F.
Hays, Mr. J.
Hindekroper, Mr.
Inchbald, Mr. Chantrey
Jeffries, Mr. H. U.
John, Major G. R. St.
Johnston, Mr. R. F.
Layton, Mr. B.
Lee, Mr. J. E.
Martin, Mr. R.
Mackie, Mr. C. Gordon
Mitchell, Mr. R.
Morris, Major & Mrs.
Newall, Mr. Stuart G.
O'Gorman, Madame
Pollock, Hon. H. E.
Prynne, Capt. H. V.
Reilly, Major C. W.
Rickmiers, Mr. Paul
Sinclair, Mr. A.
Stokes, Mr. A. P.
Thomson, Mr. O. D.
Wheeler, Mr. G. H.

CRAGIEBURN.

Basset, Mrs. Thos.
Flitton, Mr. W. A.
Flitton, Mrs. and 2 daughters
Flynn, R.N. Rev. F.
Johnson, Rev. F. T.
Johnston Mr. R. F.
Newton, Mr. & Mrs. W.
Rhodes, Mr. B.
Volpicelli, Consul
Volpicelli, Madame

EXCHANGE.

Hongkong, 10th April.

ON LONDON, Telegraphic Transfer 1/11⅜
" Bank Bills, on demand...1/11 7/16
" Credits, 4 months' sight 1/11½
" D'ments, 4 months' sight ....2/—
ON BERLIN, (demand) ....M. 2.00
ON PARIS, Bank Bills, on demand 2.46
" Credits, 4 months' sight 2.50½
ON NEW YORK, Bank Bills, on demand ...47½
" Credits, 30 days' sight 48½
ON BOMBAY, Telegraphic Transfer 145½
" On demand 146½
ON SHANGHAI, Telegraphic Transfer.........71⅞
" Private, 30 days' sight ...72½ nom.
ON YOKOHAMA, T.T. ....3½ per cent. prem.
Sovereigns, Bank's Buying Rate $10.16
Gold Leaf 100 touch, per tael 53.15
Bar Silver 27 7/16
Dollars ....2½ per cent. prem.

The Share Market.

LATEST QUOTATIONS.

(April 10th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	318 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$28½
Do. Founders...	£ 1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$235
China Traders' Ins. Co., Ld.	$ 25	$54
North China Ins. Co., Ld.	£ 25	Tls. 170
Yangtsze Ins. Assoc. Ld.	$ 60	$140
Canton Ins. Office, Ld.	$ 50	$130
Straits Ins. Co., Ld....	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$300
China Fire Ins. Co., Ld.	$ 20	$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$30½
Indo-China Steam Navigation Co., Ld.	£ 10	$92
China & Manila S.S. Co., Ld.	$ 50	$100
Douglas Steamship Co., Ld.	$ 50	$51
China Mutual S. N. Co., Ld.—(Pref.) ...	£ 10	£10.10 buyers
China Mutual S. N. Co., Ld.—(O'ary)...	£ 10	£10.10
China Mutual S. N. Co., Ld.—(O'ary)...	£ 5	£5
Star Ferry Co., Ld....	$ 10	$18½
"Shell" Transport & Trading Co., Ld. ...	£100	£260
Refineries.		
China Sugar Refining Co., Ld.	$100	$130
Luzon Sugar Refining Co., Ld.	$100	$43
Mining.		
Punjom Mining Co., Ld.	$ 7	$7.80
Punjom Mining Preference Shares	$ 1	$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	$320
Queen Mines, Ld. ...	25 cts.	$0.25
Jelebu Mining and Trading Co., Ld. ...	$ 5	$13
Raub A'lian Gold Mining Co., Ld. ...	15s. 10d.	$60
Olivers Freehold Mines, Ld. A ...	$ 5	$5.75
Olivers Freehold Mines, Ld. B ...	$ 4½	$4.60
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	$0.80
Do. (Preference)	$ 1	$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	500 % prem.
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$86
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$47
New Amoy Dock Co., Ld.	$ 6¼	$20½
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$ 10	$10
Hongkong Land Investment & Agency Co., Ld.	$ 50	$127
Kowloon Land and Building Co., Ld...	$ 30	$26
West Point Building Co., Ld.	$ 50	$47
Hongkong Hotel Co., Ld.	$ 50	$122
Humphrey's Estate & Finance Co., Ld. ...	$ 10	$10
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld...	$100	$37
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 70
International Cotton M'fg. Co., Ld........	Tls. 100	Tls. 70
Laou-kung-mow Cotton Spinning & Weaving Co., Ld...	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ld.........	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ld.........	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$29½ buyers
China-Borneo Co., Ld.	$ 15	$18
A. S. Watson & Co., Limited	$ 10	$16½ buyers
Watkins, Limited ...	$ 10	$10.70
Hongkong Electric Co., Limited	$ 10	$12.25
Hongkong Electric Co., Limited	$ 2	$2.20
Hongkong and China Gas Co., Ld.	£ 10	$135
Hongkong Rope Manufacturing Co., Ld.	$ 50	$325
Geo. Fenwick & Co., Ld.	$ 25	$48
H'kong Ice Co., Ld.	$ 25	$166
H'kong High-Level Tramways Co., Ld.	$100	$165
Dairy Farm Co., Ld.	$ 6	$6
Hongkong and China Bakery Co., Ld. ...	$ 50	$50 buyers
Campbell, Moore and Co., Ld.	$ 10	$16
Bell's Asbestos Eastern Agency, Ld. ...	£ 1	£1 nominal
United Asbestos Oriental Ag'cy, Ld..	$ 4	$5½
United Asbestos Oriental Ag'cy, Ld..	$ 10	$11
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$5
Tebrau Planting Co., Ld.	$ 4	$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

OPIUM QUOTATIONS.

Hongkong, 10th April.

New Patna	960	per chest.
New Benares	900	"
Old Benares	955	"
New Malwa	920	per picul.
Old Malwa	930	"
Persian, paper tied	870/880	"

VESSELS IN PORT.

Steamers.

ALCINOUS, British steamer, 2,478, J. Pulford, 9th April,—Singapore 4th April, General.—Butterfield & Swire.

AMERICA MARU, Japanese steamer, 6,210, P. H. Going, 4th April,—San Francisco 7th March, Honolulu 14th, Yokohama 27th, Kobe 28th, Nagasaki 31st, and Shanghai 2nd April, Mails and General.—J. S. Van Buren.

BANKAKU MARU, Japanese steamer, 1,449, C. Hibo, 7th April,—Hongay 4th April, Coal.—Dodwell & Co., Ld.

BARON ARDROSSAN, British steamer, 1,825, J. Y. Mitchell, 6th April,—Moji 1st April, Coal.—Dodwell & Co., Ld.

BROAD MAYNE, British steamer, 1,500, H. A. Hayns, 1st April,—Pulo Sambol 23rd Mar., Kerosine.—Meyer & Co.

CHINGTU, British steamer, 1,459, J. Williams, 4th April,—Kobe via Moji 28th March, General.—Butterfield & Swire.

CROWN OF ARRAGON, British steamer, 1,474, John G. Dorward, 6th April,—Saigon 2nd April, Rice.—Order.

DAPHNE, German steamer, 2,100, Th. Nissen, 5th April,—Moji 31st Mar., Coal.—Sander, Wieler & Co.

DR. HANS JURG KIER, Norwegian steamer, 691, M. Lersbryggen, 8th April,—Sourabaya via Singapore 1st April, General.—Sander, Wieler & Co.

ENERGIA, British steamer, 2,064, E. A. Ghaplin, 3rd April,—Moji 29th March, Coal.—Dodwell & Co., Ld.

ERNEST SIMONS, French steamer, 2,162, Durrande, 9th April,—Marseilles 11th Mar., and Saigon 6th April, Mails and General.—Messageries Maritimes.

GERMANIA, German steamer, 1,774, L. Möller, 8th April,—Bangkok 1st April, Rice.—Jebsen & Co.

HAILAN, French steamer, 377, Murles, 8th April,—Pakhoi 6th April, General.—A. R. Marty.

HATING, French steamer, 705, Bast, 8th April,—Haiphong and Hoihow 7th April, General.—A. R. Marty.

HEIDELBERG, German steamer, 2,440, E. Lactanax, 9th April,—Kobe 3rd April, General.—Carlowitz & Co.

HOLSTEIN, German steamer, 985, C. Ipland, 7th April,—Saigon 3rd April, Rice and General.—Jebsen & Co.

ICHANG, British steamer, 1,240, Jones, 4th April,—Wuhu and Chinkiang 30th March, Rice.—Butterfield & Swire.

JACOB DIEDERICHSEN, German steamer, 632, J. Bruhn, 17th March,—Haiphong and Hoihow 16th Mar., Rice.—Jebsen & Co.

KUMSANG, British steamer, 2,078, G. Payne, 5th April,—Calcutta via Penang and Singapore 31st Mar., General.—Jardine, Matheson & Co.

LOONGSANG, British steamer, 1,092, T. S. Weigall, 7th April,—Manila 4th April, General.—Jardine, Matheson & Co.

MACDUFF, British steamer, 1,882, R. Glegg, 2nd April,—Saigon 28th Mar., Rice.—Dodwell & Co., Ld.

MAUSANG, British steamer 1,644, J. Kynock, 7th April,—Sandakan 1st April, Timber and General.—Jardine, Matheson & Co.

MICHAEL JEBSEN, German steamer, 710, P. Hemmet, 7th April,—Iloilo 3rd April, Wood.—Jebsen & Co.

ON SANG, British steamer, 1,787, J. Young, 8th April,—Saigon 4th April, Rice.—Jardine, Matheson & Co.

PEIYANG, German steamer, 952, R. Köhler, 9th April,—Hongay 7th April, Rice.—Siemssen & Co.

PROGRESS, German steamer, 687, P. Brandt, 7th April,—Touron 5th April, Rice and General.—Siemssen & Co.

PROPONTIS, British str., 1,390, W. Mackay, 25th Feb.,—Saigon 20th Feb., Rice.—Heung Sing Steamship Co.

QUEEN ADELAIDE, British steamer, 1,835, F. M. Nair, 9th April,—Moji 3rd April, Coal.—Dodwell & Co., Ld.

SANDAKAN, German steamer, 1,374, E. Muhle, 7th April,—Sandakan 2nd April, Timber and General.—Melchers & Co.

SIKH, British steamer, 1,786, Rowley, 4th April,—Tacoma via Kobe and Ports 31st Mar., General.—Dodwell & Co., Ld.

TAI FU, German steamer, 1,050, E. Schipper, 7th April,—Saigon 3rd April, Rice and Rice-flour.—Siemssen & Co.

TAI LEE, German steamer, 828, T. Calender, 4th April,—Saigon 31st Mar., General.—Meyer & Co.

TAIVUAN, British steamer, 1,459, R. Nelson, 26th Mar.,—Melbourne 13th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General.—Butterfield & Swire.

TAKSANG, British steamer, 977, Thomas, 9th April,—Bangkok 29th Mar., Rice.—Jardine, Matheson & Co.

THORDIS, Norwegian steamer, 2,414, Wilhelmsen, 6th April,—New York 7th April, General and Kerosine.—Order.

WONGKOI, British steamer, 1,115, B. B. Brooke Pigot, 6th April,—Bangkok 29th March, Rice and Teak.—Yuen Fat Hong.

Sailing Vessels.

DIRIGO, American ship, 2,845, Goodwin, 21st Mar.,—New York 29th Oct., Kerosine.—Standard Oil Co.

GEO. T. HAY, British ship, 1,647, Spicer, 30th Mar.,—Manila, (P. I.) Mar., Ballast.—Siemssen & Co.

IRIS, British bark, 206, W. Wright, 28th Mar.,—Fremantle 23rd Jan., Sandal Wood.—Siemssen & Co.

JOHN CURRIER, American ship, 1,848, Lawrence, 11th Mar.,—New York 14th Sept., Kerosine.—Standard Oil Co.

MOBILE BAY, British bark, 1,117, James A. Boyd, 18th Mar.,—Hongay 6th Mar., Coal.—Jardine, Matheson & Co.

STANFIELD, British bark, 560, H. Wilson, 4th April,—Rajang 8th March, Timber.—Order.

VOLKYRIN, British bark, 498, P. R. Hall, 8th April,—Rajang 20th March, Timber.—Master.

WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.

WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.,—New York 28th Sept., Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, April 10th, 1900.

Alacrity, despatch-vessel, 1,700 tons, 10.6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, en route Wei-hai-wei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., Wei-hai-wei.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, Shanghai.

Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, cruising.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Hongkong.

Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Singapore.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.

Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.

Phœnix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.

Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong.

Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Wei-hai-wei.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Singapore.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtsze.

Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Hai Tien, Chinese cruiser, 7,430 tons, Capt. R. S. Len, Hongkong.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.

Presidente Sarmineto, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

Valkyrien, Danish cruiser, 3,000 tons, Prince Valdemar, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Nagasaki.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, en route Japan.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.

Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Nagasaki.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sitik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.

D'Entrecasteaux,* 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, Japan.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, at Kwang-chow-wan.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, at Kwang-chow-wan.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Yokohama.

Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Saigon.

* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.

Hansa,* German cruiser, 6,400 tons, Capt. Pohl, at Singapore.

Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, Japan.

Iltis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Amoy.

Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, Formosa.

Jaguar, German cruiser, Captain Kinderling, at Shanghai.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.

* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413, tons 10 guns, 10,064 h.p., Capt. J. M. Forsyth Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.

Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Japan.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt.-Comdr. W. H. Everett, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.

Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier, Lieut. L. A. Kaiser.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, Manila.

Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Manila.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Comdr. W. T. Burwell, Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Master A. M. Whitton, Manila.

THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7,200 tons, Capt. R. Cali, en-route Singapore.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Shanghai.

Liguria, Italian cruiser, 3,000 tons, Captain O. Cecconi, Singapore.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.

Naniwa, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p., at Saseho.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p., at Yokosuka.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p., at Shanghai.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., Japan.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Hongkong.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Saseho.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Saseho.

Amagi, 1,030 tons, 13 guns, 720 h.p., Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho.
Akagi, 620 tons, 10 guns, 700 h.p., at Kure.
Atago, 620 tons, 10 guns, 700 h.p., at Kobe.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Saseho.
Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chinto, 490 tons, 5 guns, 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshiki.
Shiranuki, 279 tons, at Kobe.
Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.
Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokiwa, at Yokosuka.
Fuso, at Kure.
Naniwa, at Yokosuka.
Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery training ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima. (used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka. (used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.)

Post Office.

A Mail will close:—

For Singapore—Per *Heidelberg* to-morrow, the 11th instant, at 10 A.M.

For Singapore—Per *Telartos* to-morrow, the 11th instant, at 11 A.M.

For Haiphong—Per *Hating* to-morrow, the 11th instant, at 11 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu* to-morrow, the 11th instant, at 11 A.M.

For Saigon—Per *Taifu* to-morrow, the 12th instant, at 2.30 P.M.

For Saigon—Per *Dr. Hans Jurg Kier* to-morrow, the 11th instant, at 3 P.M.

For Manila—Per *Loongsang* to-morrow, the 11th instant, at 4 P.M.

For Kobe, Yokohama, San Diego and San Francisco—Per *Energia* to-morrow, the 11th instant, at 4 P.M.

For Bangkok—Per *Taksang* to-morrow, the 11th instant, at 5 P.M.

For Swatow and Bangkok—Per *Wongkoi* on Thursday, the 12th instant, at 9 A.M.

For Singapore, Penang and Calcutta—Per *Kumsang* on Thursday, the 12th instant, at 11 A.M.

For Nagasaki and Vladivostock—Per *Daphne* on Thursday, the 12th instant, at 11 A.M.

For Samshui and Wuchow—Per *Samshui* on Thursday, the 12th instant, at 4 P.M.

For Samshui and Wuchow—Per *Samshui* on Thursday, the 12th instant, at 4 P.M.

For Swatow, Amoy and Anping—Per *Anping Maru* on Thursday, the 12th instant, at 5 P.M.

For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Sikh* on Saturday, the 14th instant, at 10 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru* on Saturday, the 14th inst., at 10.55 A.M.

For Europe, &c., India, via Tuticorin—Per *Massilia* on Saturday, the 14th inst., at 11 A.M.

For Samshui and Wuchow—Per *Wuchow* Monday, the 16th instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—Per *Weimar* on Wednesday, the 18th instant, at 11 A.M.

For Samshui and Wuchow—Per *Samshui* on Thursday, the 19th instant, at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India* on Wednesday, the 25th inst., at 11 A.M.

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